The Literary Digest

NEW YORK, AUGUST 16, 1930

TOPICS OF THE DAY

NORFOLK LEDGER-DISPATCH
MAIL EDITION
DROUGHT BECOMING MAJOR CATASTROPHE
St. Paul Sunday Pioneer Press
HEAT WAVE OVER U. S. UNBROKEN
HEAT WAVE CLINGS WITH CROPS WITHERING
HEAT SCOURGE BLISTERS VAST SECTION OF U.S.
Courier-Express
NATION SWELTERS IN HEAT WAVE
MERCURY GOES ABOVE 100 IN MIDDLE
DENVER World
Drouth Loss in Corn And Wheat Alone to Exceed 300 Millions
SEARING DROUTH DECLARED WORST IN HALF CENTURY
NEW HIGH MARK IN TEMPERATURE SET IN TOPEKA
Western Drought Seen as Disaster; Hoover Gets Plea
PORTLAND EVENING EXPRESS
Heat Wave Engulfs The Nation
Iowa City Reports 113 Temperature, Country's Hottest
COUNCIL BLUFFS NONPAR
COUNCIL BLUFFS WITH 106 DEGREES IS IOWA'S HOTTEST
MERCURY AT 111 SETS ALL-TIME RECORD FOR CITY
Chicago Daily Tribune
MIDWEST BAKES AT 100 AGAIN
Boston Post
ALBANY EVENING NEWS
R BROILING BOSTON
NATION'S CROPS FACE DISASTER IN DROUGHT

As the Head-lines Tell the Story

The Great Drought of 1930

LIKE A FIFTH APOCALYPTIC HORSEMAN, drought has been ravaging our land from the Rockies to the Atlantic, from the Gulf to the Canadian border.

This national calamity, as great as any Mississippi flood, tho perhaps less spectacular, has finally made necessary nation-wide measures under the direction of President Hoover.

Rainless months and weeks of record-breaking heat, concentrated chiefly in the Mississippi and Ohio valleys, have been relentlessly scorching orchards, corn-fields, and forests, drying up streams and lakes, until, as August opened, the entire nation became aware that a major catastrophe was developing.

Readers of city newspapers were told that they, as well as the farmers, will pay the bill, for it is certain, as Wilbur Forrest writes in the New York *Herald Tribune*, "that wholesale and retail prices to the ultimate consumer of many affected foodstuffs must soar sufficiently to wipe out the decrease in the cost of living that has been apparent in the last few months."

The biggest item in the bill of damages is the fearful destruction in the corn belt, with 500,000,000 bushels, according to moderate estimates, being destroyed before harvest, bringing the 1930 corn crop down, we are told, from something like 2,800,000,000 bushels to around 2,300,000,000.

The composite picture that is being reported to Washington, a New York *Times* correspondent notes, is "one of arid prairies where ordinarily cattle would be grazing in plenty, of rivers and streams run low, of hundreds of millions of bushels of corn, which ordinarily would be turned into beef and pork, standing parched and undeveloped in the fields, and of dairy cattle, which can be replaced only after years of effort, being slaughtered."

Observers in the sections worst ravaged by drought tell of potatoes the size of marbles, stunted cabbages, apples falling from the trees, hardwood forests prematurely clothed in brown and yellow, streams and lakes receding, leaving dead and dying fish, forest fires breaking out in widely scattered areas east of the Mississippi, bees, unable to find fresh flowers, consuming the honey in their hives, farmers carrying water to their herds, and feeding them in their parched pastures on next winter's fodder.

In the Mississippi valley the great river has been subsiding to what has been called a comparative trickle, establishing new low-water marks for the season, and seriously obstructing navigation. Last week, for a hundred-mile radius around Memphis there had been no rain for eighty days. Spared the calamity of high water for the first time in four years, the valley dwellers, according to the Memphis *Commercial Appeal*, "escaped the floods only to see the early corn turn to fodder on the stalk, the truck gardens burn up, and pastures turn to lifeless fields of dried grass in the hottest, driest summer on record."

One of the sorely stricken States is Kentucky, where they talk of the "flamelike" heat, and whose Governor sent the President a message reading in part:

"Drought in Kentucky is most severe in history of State, and farm products, such as corn and hay, are almost complete failures, wholly insufficient to feed live stock through coming winter. Many fine herds of cattle and sheep are being shipped to glutted market, where they bring 10 per cent. of values because owners feel they can not afford to buy feed, and this will make scarce good live stock for succeeding years, and materially retard agricultural progress. Prize dairy herds are likewise passing. Shortage of water menaces. Desolation is equal to flood, tornado, or earthquake, altho it is more insidious, less spectacular."

WHILE the President was calling out the resources of the Federal Government to aid, and the railroads were responding to his request for cheap transportation of fodder to starving cattle, or of cattle to more favored regions, Chairman Legge of

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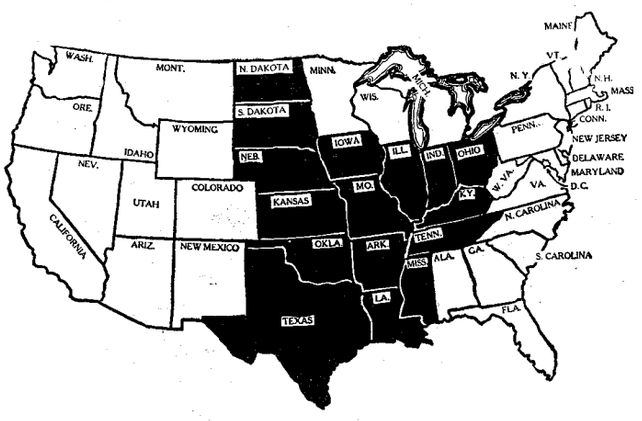
the Farm Board was advising farmers to feed surplus wheat to cattle, instead of corn.

Naturally, the reports of heavy losses in corn sent prices skyrocketing madly on the exchanges, particularly the Chicago Board of Trade. In one day corn went up 8 cents a bushel in



Where Drought Has Done Its Worst

The map shows in black the sixteen States reported by the Weather Bureau as having an average deficiency from normal rainfall of 67 per cent. during July. In seven of these States, June and July rainfall was the lowest on record.

a wild wave of buying, touching the dollar point, and adding an estimated $650,000,000 to the value of all our grains within a month. For wheat and other grains followed the lead of corn, as market operators became aware that the use of wheat for fodder would rapidly cut down the surplus that has been hanging over the market. There has been no such market in corn since before the war, Chicago correspondents report.

In much of the corn belt the crop was said to range from 50 per cent. damage to practical failure. In other parts of the corn belt the toll was less. Various estimates on the actual damage differ. The one attributed to Secretary Hyde is that of 500,000,000 bushels, bringing the yield down to 2,300,000,000 bushels, the smallest since 1903.

To many writers the drought seems to be nature's way of bringing relief to the farmers. When we look back a year or two from now, predicts H. A. Wallace of *Wallaces' Farmer* (Des Moines), "we shall see that the drought was the first definite thing which happened to stop the depression of 1930 and start prices the other way." Bernard W. Snow of Bartlett Frazier & Company, a crop expert quoted in *The Wall Street Journal*, points out that the use of wheat, rye, barley, and oats, instead of corn for farm-feeding will absorb a large bulk of the burdensome carryover from last year, "and thereby accomplish what governmental farm relief has found it impossible to effect."

"The elements seem to have come to the rescue of the Farm Board," remarks the Nashville *Tennessean*. At least, it adds:

"The wheat-growers can look forward to better prices next year, and this will be true of all the other grain producers. The effect of the dry weather on corn is shown in the fact that the grain is now selling higher per bushel than wheat. This situation will encourage the substitution of the latter in feeding milk cows and porkers.

"Farm conditions may be temporarily below par, but out of the present calamity may come real benefit for agriculture."

And yet, says the Washington *Post*, "it is not reasonable to assume the financial position of the farmer will be improved if he is unable to realize on his plannings of corn; the corn crop has an invested value made up of the cost of seed and fertilizer, plus labor." And many farmers, the Baltimore *Sun* points out, will be forced by the shortage of feed to rush their live stock to market and take any price they can get; "if the drought continues, it is difficult to see how they can avoid unloading."

The premature slaughtering of herds and the loss to dairymen will eventually mean dearer meat and dearer milk and butter for the city folk, remarks the New York *World*, which concludes:

"The calamity of the corn belt may help the wheat belt, and incidentally relieve the Farm Board of the problem of a wheat surplus, but the country as a whole is bound to suffer from the destruction which high temperatures and lack of rain have wrought in the Middle West."

The map on this page is based on Weather Bureau reports, showing sixteen States whose average deficiency in rain has been 67 per cent. during July, and most of these States had also experienced drought conditions through June, and even earlier. Other States where serious crop damage has been done are Idaho, Wyoming, Colorado, New Mexico, Minnesota, Wisconsin, Alabama, Georgia, the Carolinas, the Virginias, Maryland, Pennsylvania, and New York. During June and July, Ohio, Kentucky, Tennessee, Mississippi, Louisiana, Arkansas, and Texas experienced the lowest rainfall on record. In the case of Kentucky this was 35 per cent. below the previous record low; in Mississippi 45 per cent., in Arkansas 60 per cent.

On the whole, the Department of Agriculture considers this year's drought the worst the country has experienced since records were first compiled some forty years ago. In some places, the drought is in its ninth month. As the New York *Evening Post* looks back over the Department's records—

"Back in December some sections were beginning to bewail the lack of moisture. In March the dry weather was taking in more territory. It was an unusually dry spring, with forest and grass fires throughout the country, while many farmers were forced to plant their seed in dust, if they planted it at all. In the growing months of June and July the drought was made more serious and more extensive by blistering heat that overflowed the region between the Rockies and the Appalachians, and rolled down upon the Atlantic seaboard, scorching the cities, withering crops, drying up the streams. With little relief in sight except for scattered and occasional local showers, and with the driest month in the year just beginning, the worst drought in fifty years may set a record that will stand for a long time."

"I Am Settling the Overproduction Question"
—Kirby in the New York "World."

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What Do You Know About That?

Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated. Each one counts 5.

1. What King has a private code of conduct hung in his bedroom? (p. 19).
2. Do autos need health tests? (p. 24).
3. Who is to head Uncle Sam's bankruptcy "racket" hunt? (p. 9).
4. Did the Simon plan placate India? (p. 14).
5. What dirigibles have crossed the Atlantic? (p. 29).
6. Who are the oldest known twins? (p. 24).
7. How far did the *R-100* fly on her trip to Montreal? (p. 30)
8. Where is the West Point of aviation? (p. 34).
9. What is the first essential of a motion-picture? (p. 16).
10. What is a "latent" finger-print? (p. 23).
11. What will Randolph Field cost? (p. 36).
12. What is an "activity program" in educational talkies? (p. 23).
13. Who want a Spanish Republic? (p. 14).
14. What is the cost of motor touring? (p. 38).
15. How is the Navy's all-metal dirigible inflated? (p. 39).
16. Why did Pocahontas marry Rolfe? (p. 16).
17. Why does business now favor high wages? (p. 7).
18. How much sugar did we eat in 1900? (p. 25).
19. What was Barrie's pseudonym? (p. 17).
20. Which is the most prosperous Balkan country? (p. 12).

Keeping Wages Up in the Business Dip

"LEADERS OF INDUSTRY go on record against wage and salary cuts."

Thus American business performs an about-face on what was "always considered a sound and sensible procedure"—the slashing of wages and salaries in times of depression.

News of this revolutionary change in attitude "within ten short years" is contained in an article by Roy Dickinson in *Printers' Ink*, which has sent a ripple of editorial approbation across the country.

For the symposium which revealed this new view-point, Mr. Dickinson "picked out first fifteen and then ten additional large employers of labor in various sections of the country," thus obtaining "a typical cross-section of different industries separated widely geographically."

"After the Chrysler salary cut," he writes, "I wondered whether the same old cycle of cuts was due to follow, with the resulting cuts in purchasing power, causing poorer business elsewhere, followed by other cuts, and so on in a widening and vicious circle, or whether some men had a new view-point."

To his twenty-five wires, Mr. Dickinson received nineteen replies, "thirteen of which express opinions, ten of which are definitely against wage and salary cuts, not one of which recommends them as a way to better times." The replies are summarized by the New York *Times*, thus:

"James A. Farrell, President of the United States Steel Corporation—I heard a steel man say the other day, in fact, more than one, recently, that wages should come down. I said, 'Oh, no, wages in the steel industry are not coming down; you can make up your mind to that fact.' I said, 'If you are going out to sell your goods and eliminate your profit and expect to get it out of the men in the mills you are greatly mistaken.'

"George F. Johnson, President, Endicott Johnson Corporation—Reducing income of labor is not a remedy for business depression; it is a direct and contributing cause.

"R. S. Shainwald, President, Paraffine Companies, Inc.—The Paraffine Companies, Inc., believes such reduction can and should be avoided.

"C. R. Palmer, President, Cluett, Peabody & Co.—In my opinion, a general reduction of wages and salaries at this time is entirely unwarranted.

"W. A. Sheaffer, President, W. A. Sheaffer Pen Company—Believe it would be serious mistake to reduce wages.

"A. R. Erskine, President, Studebaker Company—Have not even considered reducing wages or salaries.

"Charles R. Hook, President, American Rolling Mill Company—Wage reductions would, in our opinion, retard and not stimulate business.

"A. C. Loring, President, Pillsbury Flour Mills Company—The new spirit in industry starts a virtuous and not a vicious circle in motion.

"Herbert V. Kohler, Executive Vice-President, Kohler Company—Kohler Company is maintaining its organization and its wage scale.

"Howard Coonley, President, Walworth Company—The Walworth Company has no thought of reducing salaries or wages.

"Harold C. Keith, President, George E. Keith Company—While our company has made no reductions . . . and contemplates none, yet . . . conditions . . . might force such changes at a later time."

BUT, while an apparent majority of papers applaud this "new attitude," some commentators hold opposing views. Quoting Allen Raymond in *The Outlook and Independent:*

"It must have come as a shock to the partially informed when the Chrysler Company announced a 10 per cent. reduction in the wages of its salaried employees.

"It should not have been a shock. The truth about the high-wage theory is that business managements in general have never accepted it as something to be supported vigorously by themselves. It is merely a theory to which they vaguely adhere in principle rather than practise. It is one that implies a sense of economic responsibility on the part of some other fellow.

"Each individual management knows that low-production costs are a factor in obtaining profits. That can be demonstrated in figures on the actual operation of their plants. Wherever possible, each individual management slashes production costs. Labor being inevitably a cost factor, management normally lops off the cost of it wherever possible."

Altho there have been some exceptions, observers seem to agree that wage scales generally have been maintained since the stock-market collapse of last fall, and recent dispatches from Washington said that William Green, President of the American Federation of Labor, had given credit to President Hoover for this stabilization as a result of the conference of employers he called last November.

Typical of the wide-spread comment praising employers for refusing to "take it out on labor" is a statement by the Winston-Salem *Journal:*

"To maintain purchasing power at its source is the most important job in the country to-day. Wages buy more shoes and automobiles than dividends."

FOR the opposite view-point we turn to the New York *Journal of Commerce*, which holds that "readjustment to a new scale of prices is inevitable," and that "many industrialists are faced with the alternative of reducing wages or leaving their employees without work." Also:

"A great deal of hypocritical nonsense has been talked, for instance, about the policy of paying high wages as a matter of deliberate choice. In fact, many employers are forced to pay high in periods of active business when the balance of bargaining power lies with the employee. The converse situation holds in times such as the present. Many employers who regret the necessity, are, nevertheless, forced to cut wages, whatever their opinions as to the ultimate effect upon the public welfare."

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China's Red Terror

THE "RED MENACE IN CHINA" projects the latest world terror.

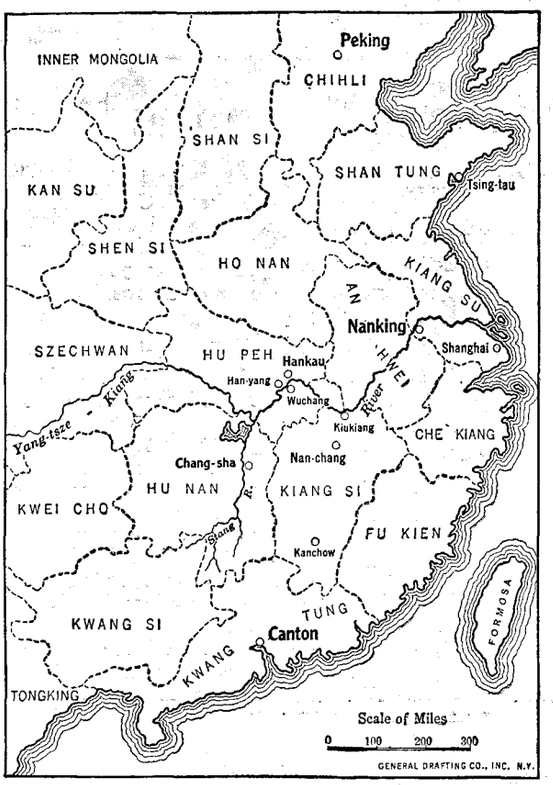
"Moscow's chance to spread world revolt"; "Soviet strategy to humiliate European interests in the whole Orient"; "foreigners in flight before Chinese Reds"; "barbarism to the front"; "Red War menaces all Yangtze area"; "farmers turning to Communism"; "China headed for ruin"; exclaim correspondents and editors.

Somewhat less excited, American comment takes the form of editorial head-lines such as "China's sorry plight"; "China's relapse"; "the Chinese tragedy"; "China's new armed mob"; "chaos in China"; "running true to form"; "China's three-ring circus"; "Mexican methods in China"; "banditry pillage and massacre—old stuff—new name"; "another Boxer uprising in China?" "Will Red pressure unify China?"

Note the following peak of differing observation:

"Lone American war-ship routs China Red Army," the Chicago *Tribune's* front-page story tells us, while the New York (Communist) *Daily Worker's* front page black-letters the same incident at Changsha as "the first significant battle of the American Imperialist war against the Chinese Revolution."

THE terror-breeding news from China broke with reports of the seizure and looting of the city of Changsha, capital of Hunan province in the valley of the Yangtze River. This city of Central China, with a population approximately 500,000, is one of the forty-three "treaty ports" for foreign trade. It is not only an industrial center, but the site of Yale-in-China university and hospital, and many long-standing missionary establishments. The Nanking Nationalist government (recognized by the Powers), had withdrawn troops from this area to reenforce the army on the north against the combined armies of generals supporting the Peking régime. There a military stalemate is said to prevail, chiefly for lack of financial support from exhausted territory.



Storm Centers in Troubled China

Sketch map showing Peking, headquarters of the northern generals fighting Chiang Kai-shek's Nationalist Government, whose capital is Nanking; Shantung Province for which these forces are now contending; the great cities of the Yangtze Valley and Kiangsi Province which are menaced by the Communist drive from the south.

What dispatches call "Communist armies" took advantage of this opportunity for pillage, raids, confiscations, torture, killings, hold-ups for "ransom" money, and capture of Changsha "with little resistance." Neither the names of the Army leaders nor the amount of property damage appears to be known to correspondents who report the burning of government buildings, residences, and merchandise houses. That the Yale-in-China buildings, the Standard and Shell Oil establishments, and some other foreign compounds (except Japanese) escaped burning, late reports confirm.

American missionaries and workers were safely evacuated on the U. S. gunboat *Palos*, five of whose crew were slightly wounded in an engagement with the Reds. A British gunboat cared for British nationals.

Communist detachments pushed northward toward Hankow and its near-by cities—Hanyang and Wuchung—and Communist movements at the same time were said to threaten Kanchow and Nanchang, the capital of the neighboring Province of Kiangsi. Martial law in Hankow, beheading of eight Communist suspects in the streets, and concentration of many foreign gunboats in the Yangtze, were among the reported measures of Nationalist defense there.

That this new phase of protracted civil war in China should provoke much alarm and speculative interpretation is not surprizing. Its antiforeign and anti-Nationalist characteristics appear to many commentators as evidence of Russian Soviet penetration to foil Western influences and Chinese Republican development. The outbreak occurs in the region where Soviet organization under Borodin's direction was carried on when Sun Yat Sen's operations swept northward from Canton in 1922. But in 1926 Borodin was sent back to Moscow with disavowals of Communism by the Nationalists. Yet now dispatches detail trade-union and peasant league organization, armies marching with Communist slogans, and reputed formation of a native Soviet government for "the conquered parts of Kiangsi, Hunan, and Hupeh provinces with a Red leader, Li Lin-san, as President." Our readers will recall the claim of *Pravda*, the Moscow Soviet organ, that the South China rebels against Chiang Kai-shek's Nationalist government are really Soviet-Communist revolutionaries with a Red Army 62,000 strong. (LITERARY DIGEST, July 26, p. 14.)

DUE government warnings to their Nationals to evacuate the disturbed provinces were issued, and the usual diplomatic exchanges include Washington's note to Nanking, holding the Nationalist régime to responsibility for the occurrences, and Nanking's reply accepting full responsibility for damages when determined. If and when Nationalist forces carry out their declared intention to reoccupy Changsha, more verifiable information concerning the whole situation should be forthcoming. That the Nationalist government is up against somewhat different formidable militant opposition on both the Northern and Southern fronts, emphasizes the seriousness of the present crisis, as our press sees it.

It is at least conceivable that the predicted inevitable sometime war between Western Europe and Russian Communism is now being fought out in peace-loving China, observes the Philadelphia *Public Ledger*, which points out that Soviet obliteration of the recognized Nationalist government would wipe out "such protection as now extends, in theory at least, to foreign-owned property and such official recognition as now sustains the special privileges of foreign political and trade groups." Further:

"Soviet strategy in China is identical with Soviet strategy in India. Its aim is the humiliation of European interests, political

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and otherwise, in the eyes of the whole Orient. Once you are humiliated in China, once you 'lose your face', you can never again be the same. Asia, dominated economically and politically by Moscow, would be a spectacle vastly disconcerting to all Europe. More than one great empire would feel badly shaken."

THE substance of many editorials is epitomized by the Charleston (W. Va.), *Mail*, in saying:

"Conditions in China in recent years have continued to create almost ideal ground for the sprouting and flowering of Bolshevism. Constant civil war and famine have ravished the country, with chaos prevailing over a large section. Millions probably have died in famine and slaughter, while millions of others have survived only to find life less merciful than would have been death.

"This soil has proved rich for the growth of revolutionary principles, such as those preached and practised by Moscow.

"The situation at last has reached a point where the world can not but take notice of it. Not only is the United States interested but every other nation that has a government founded upon justice and orderliness."

The situation in China to-day is "more critical than it has been at any time since the republican movement began," remarks the Manchester (N. H.) *Union*, in common with scores of papers, while the Springfield *Union* typically considers that the "most important thing is to find some way to bring the political and military leaders together to end the civil warfare and crush the Communists—more easily said than done." *The Union* approvingly quotes Li Ming, general manager of the Bank of China, predicting that "unless the rival war-lords bury their political differences and turn their attention to the suppression of banditry, the entire national structure of China will collapse." The Washington *Post* observes that "the military maneuvers are not so important at this stage of China's disintegration as is the demoralization of the people. Thousands have taken to brigandage as the last possibility of sustaining life."

Not a few of our papers insist that "Communist" is bugaboo at the moment for simple, familiar banditry in China. Willis R. Peck of the Far Eastern Division of our State Department is quoted as saying that while their slogans regarding division of property and so on are very much the same, the Department has no evidence of any actual organic connection between Russian and the so-called Chinese Communists.

THE Southern Chinese rebels are "looters of the most primitive sort," thinks the St. Louis *Star;* "to credit such a mob with any political ideas, whether obtained from Lenin or Confucius, is to exalt robbery, murder, and arson into a creed." The Baltimore *Sun* considers the epithet "Communism" in this connection useful to anti-Red agitators in this country, continuing:

"But before the shudders become unanimous it might be well to recall that China has been looted by one gang or another for centuries. It is the old, old story of the outs wanting to be the ins, and the ins wanting to stay that way. Always the most opprobrious epithet in style at the time has been applied to the anti-ins. It was so when the wild nomadic tribes of the great plains of Asia raided the settled communities. It has remained so from the days of Ghengis Khan to Sun Yat Sen and since. There are still those who can remember when every deviltry committed in China was attributed to the Boxers. To-day they call the rabble-rousers Communists, but the rose is shedding a strikingly familiar aroma."

Hoover Hits Bankruptcy Racket

UNCLE SAM is preparing to smash the bankruptcy "racket."

To save the billions now flowing away in bankruptcy losses, President Hoover orders "a most extensive and vigorous investigation" to bring about reforms.

His action is heralded by newspapers throughout the country.

Pointing out that "the losses through bankruptcy in the past five years exceeded $3,000,000,000 and are now averaging $750,000,000 per annum," the President, according to the Washington correspondents, added that "the purpose of the investigation is, of course, to propose to Congress some essential reforms in the bankruptcy law and practise."

Copyright Underwood

Chief Bankruptcy Prober

Solicitor-General Thomas D. Thacher

Thus the investigation recently conducted in New York by Col. William J. Donovan bears fruit in a national campaign to eliminate this evil of modern business.

So serious has the situation become, we are told, that the average recovery of creditors on assets of bankrupts in New York amounted to only 8.19 per cent. in the last five years.

"Bankruptcies have become a form of racketeering," declares the Brooklyn *Eagle*.

"For some time the Administration has been giving a great deal of attention to this problem," writes Clarence L. Linz, Washington correspondent of the New York *Journal of Commerce*, "and a lengthy report was filed with Judge Thomas D. Thacher, formerly on the Federal bench in New York and now United States Solicitor-General, by Col. William J. Donovan, former assistant to the Attorney-General, as counsel for three bar associations late in March, in which definite recommendations for changes in the Bankruptcy Act and improvement in administration were offered."

SOLICITOR-GENERAL Thacher will have supervision of the investigation to be directed by Lloyd K. Garrison of New York, who assisted Colonel Donovan.

"We propose to determine if the evils which prevailed in New York are common throughout the entire country," Mr. Thacher told the *Times* correspondent. "If they are then the situation demands fundamental changes in the law and the needed Congressional action will be recommended." After pointing out that creditors recovered but 8.19 per cent. on assets of New York bankrupts in the last five years, he said:

"In England and Canada a bankrupt is considered a menace to the commercial community and is never discharged until he has paid his liabilities in full, but under our practises now, we examine a bankrupt in private, we discharge in private, give him a slap on the back and tell him to go do it again."

"The plain fact is that in New York and elsewhere bankruptcies have become a form of racketeering," asserts the Brooklyn *Eagle*. "This would be bad enough if it were confined to illicit profits for individuals or groups. Lax practise has an even more deplorable effect, in tending to dull the moral sense of business communities, in casting discredit on the bar, and in tearing down the respect which the Federal Bench should enjoy."

"Time for a housecleaning," declares the Philadelphia *Record:*

"A huge index of business failures, with a general suspicion of corrupt practises, calls for immediate tightening of the screws, and a critical survey of the existing statutes."

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Woodcock Enforcement Tactics

SENSIBLE "FRONTAL ATTACK against the main body of Prohibition lawlessness."

"Another hopeful shift of Prohibition policy which implies that we have been bungling for ten years."

Thus briefly we learn what representative papers of dry or wet persuasion, like the Memphis *Commercial-Appeal* and the Philadelphia *Public Ledger*, respectively, think offhand of the new Prohibition Administrator Woodcock's enforcement policy broadcast in these essential paragraphs:

A New Cop on the Beat!
—Donahey in the Cleveland "Plain Dealer."

"Our objective is against the sale, the commercial manufacture and the commercial transportation of intoxicating liquor. We will not have our agencies following the course of the least resistance and wasting their time upon pitiful, picayunish, non-commercial cases.

"I think the Prohibition laws can be successfully enforced against commercial operations. We propose to make these our objective and not to dissipate our energies in other fields. I shall insist that a steady pressure be maintained against these commercial violations. We will exert a steady, unrelenting pressure against the outlaw liquor traffic until it is driven from the land, or our last drop of energy expended."

SOME jeers and sneers and faint praise crop out in the wet-press contingent: "Another Dry-up Gesture" (Atlanta *Constitution*); "Confession and Promise" (New York *Times*); "If He Can Do It" (Buffalo *Courier-Express*); "The End of an Offensive" (New York *World*); "Another Dry Pledge" (Washington *News*); "The New Triple Threat Man of Prohibition" (Galveston *News*). The burden of such comment is that there is really nothing new except that a new man offers the administration plan of tackling impossible enforcement.

But the amount of favorable comment in newspapers habitually critical is the striking current development. "Woodcock is on the right line" (Tampa *Times*); "Prohibition Looks Up" (Milwaukee *Journal*); "Promising Novelty" (Louisville *Times*); "Common Sense Enforcement" (Columbus *Dispatch*); "A Sound Policy of Prohibition Enforcement" (Arkansas *Gazette*).

THE widely recognized significance of the Woodcock régime, David Lawrence, Washington correspondent, points out, is due not merely to a try-out of new methods by a man to whom large responsibilities have been committed, but it is the result of careful planning by the Hoover Administration in connection with consolidating Prohibition units formerly in the Treasury Department with bureaus of the Department of Justice. Mr. Woodcock's program thus represents a definite and outspoken policy, backed by the President and Attorney-General Mitchell, of detection and prosecution through a department of government considered least sensitive to political pressure.

Decrying sensationalism, Mr. Woodcock appears to have "caught on" with press men by insisting that Prohibition agents "use their brains more and pistols less" in enforcement activities, declaring that he wants to get the "big fellows," and believes that "much of the criticism of Prohibition is due to blunders and misconduct of agents and investigators."

The features of the enforcement program may be outlined:

Promise to see that the Prohibition law shall be enforced "fairly, honestly, earnestly, and lawfully."

Organization of agents on civil-service basis for the twelve United States circuit court districts.

A district-administrator and deputy administrators, including a United States attorney, in each district.

A force of 200 special agents—twelve groups—directly responsible to Mr. Woodcock, for the investigation of the larger and more far-reaching conspiracies.

A system of daily reports from all districts.

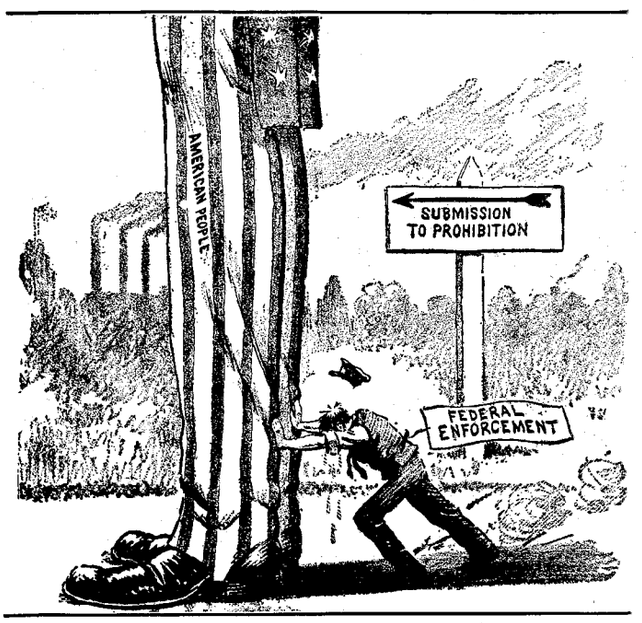
A training-school system for "gentlemanly" investigators to secure the "best-trained body of detectives in the world."

Request for appropriations to add 500 men to the present force of 2,700.

Creation of a Division of Research and Public Instruction recruited from universities, to discover the facts about Prohibition enforcement as distinguished from propaganda.

Effort to encourage State and local officials to "assume their proper share of enforcing Prohibition policies."

Suggestion that the judges throughout the land confer to overcome the lamentable lack of uniformity in sentences for Prohibition violations, in order to promote respect for law.



New Prohibition Slogan: "Steady, Earnest Pressure"
—Harding in the San Francisco "Call-Bulletin."

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TOPICS IN BRIEF

EINSTEIN'S theory that space is solid applies to parking space. —*Brunswick Pilot.*

A MAN isn't licked just because he has lost his shirt. Look at Gandhi.—*Chattanooga Times.*

RUBBER, according to scientists, gets tired. So that's why it stretches.—*Publishers Syndicate.*

NOWADAYS a necessity is almost any luxury you see in the home of a neighbor.—*Louisville Times.*

THE filling-stations still lead, but the Tom Thumb golf courses are gaining on them.—*American Lumberman.*

THE bulls and bears seem to have declared an armistice in Wall Street, due to a scarcity of lambs.—*Atlanta Constitution.*

THE first woman who started to do the driving from the back seat is said to have had a husband who did the cooking from the dining-room table.—*Mount Dora (Fla.) Topic.*

THE air will always be free, but each year it costs more to breathe it.—*Louisville Times.*

AMERICANS are quick to adopt stunts. There soon may be a wide-spread effort to live 156 years.—*Toledo Blade.*

I GUESS Bishop Cannon will answer questions now when they are asked. He was married the other day.—*Tulsa World.*

MAYBE there's no such thing as perpetual motion, but how do you explain that war in China?—*Nashville Southern Lumberman.*

WRESTLING matches between women are now being staged in Paris. London has had summer sales for years.—*The Humorist (London).*

THE old-fashioned man who made an endurance record as a pole-sitter now has a son who is making an endurance record as a tree-sitter.—*Macon Telegraph.*

IN the good old days a man who could carry his liquor without showing it was called a gentleman. Now he is called a bootlegger.—*Louisville Times.*

IT is predicted that rubber will be used in building. It would be nice for the back-end of a beginner's garage.—*Toronto Star.*

THERE are in circulation false coins dated 1931. It's evident that somebody has been forging ahead.—*The Passing Show (London).*

STORIES about babies mixed in hospitals put ideas in a person's head. Wouldn't it be funny if Earl Carroll were really Charles S. Sumner?—*The New Yorker.*

IF they ever do have that United States of Europe, the King of Italy would make a grand husband for the Vice-President's sister.—*Mount Dora Topic.*

REFORESTATION on the grand scale may now be urged for the additional reason that it is necessary to provide sufficient perches for the "tree-sitters."—*New Orleans Times-Picayune.*

ZANE GREY is accused of plagiarizing another fellow's story, but the real excitement will come when Mr. Coolidge is accused of plagiarizing Eddie Guest's poems.—*Minneapolis Journal.*

AFTER reading Poet Laureate Masefield's first contribution as laureate, we are inclined to believe that he was just kiddin' when he said he wasn't going to accept that keg of wine.—*Macon Telegraph.*

ANYWAY, mother knows where to find her tree-sitting boy or girl.—*Toledo Blade.*

THE Chinese dragon seems to have all but bitten itself to death.—*Nashville Banner.*

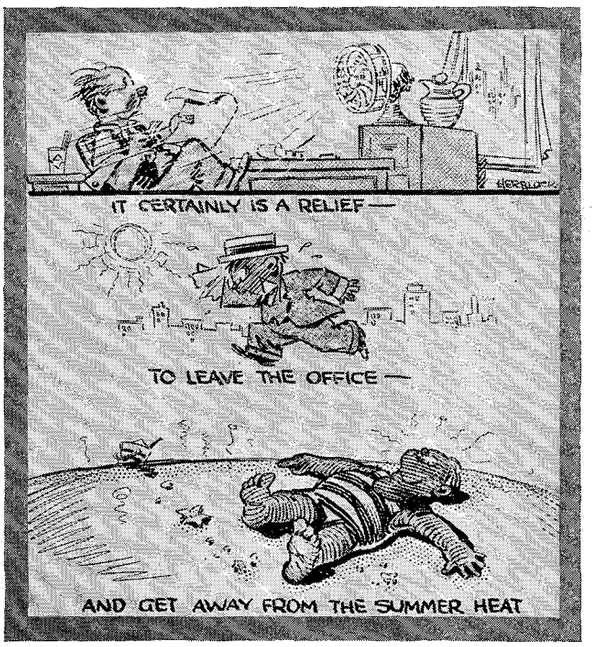
THAT doctor who said kissing shortens life no doubt meant single life.—*Louisville Times.*

ANOTHER bond we have with Europe is Earl Carroll over here and King Carol over there.—*Arkansas Gazette.*

"A GOOD caddie is a gem to a poor golfer," says a writer. A sort of diamond in the rough.—*The Passing Show.*

IT'S appalling to imagine what'll happen if Mr. Gandhi ever starts an uncivil disobedience campaign.—*Nashville Banner.*

IT is not surprizing that Stalin has become dictator of Russia. A man who can make a crowd listen to a seven-hour speech was born to the job.—*New Orleans States.*



Isn't It?

—Herblock in the "Chicago Daily News."

ANOTHER farm problem is whether to turn the south forty into a golf course or a landing field.—*Arizona Producer.*

A "DANGEROUS Red" is any Russian who appears in America without placing an order for machinery.—*El Paso Herald.*

THIS is a great age of convenience when one gets his food from cans, sermons by radio, and babies from foundling asylums. —*Ohio State Journal.*

ABOUT the smartest thing Commander Byrd arranged about his South Pole expedition is the running of the pictures of it at this particular season of the year.—*Mount Dora Topic.*

IT is not good manners to boast, but New York's lawlessness seems to have reached a new low. Business is so slack that some of our magistrates have found it necessary to commit their own crimes.—*The New Yorker.*

FROM all accounts the Lindbergh baby shows a striking likeness to the father in one respect—it refuses to talk.—*New Orleans States.*

UNDER the laws of this country a man is innocent until he is proved guilty. Then, if he isn't insane, he is pardoned.—*Mount Dora Topic.*

SINCE the opposition found another George W. Norris, some of the regulars shudder at the thought that there may be another Borah.—*Schenectady Gazette.*

SIR OLIVER LODGE says that in due time America will police the world. And that, of course, will solve the Irish unemployment problem, if any.—*New York Evening Post.*

AN excellent job for a boy just out of college would be in the collection department of some large firm, dictating letters to customers explaining why they must send money at once.—*Judge.*

WITH the dogs of St. Bernard now carrying hot coffee in their little casks, instead of brandy, we expect to hear of a marked reduction of the number of persons who get lost in the Alpine passes.—*New Orleans States.*

"CHILDREN should not be taken to the theater too frequently, as it gives them foolish ideas," says a magistrate. We fancy some of our very modern playwrights were taken to the theater far too often when they were young.—*The Humorist.*

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FOREIGN COMMENT

Greece's Prosperity Speeding

FREED FROM THE CURSE of four wars, from 1912 to 1923, Greece, it seems, is giving the most notable evidence of prosperity in all the Balkans.

During the past five years, we are told, the Greeks have succeeded in overcoming all their major political difficulties with extraordinary success.

This achievement is credited principally to the past two years, since the accession to power of Venizelos.

Never have so many or rapid changes taken place in the general situation of any Balkan land, writes a correspondent of the Manchester *Guardian*, as those that have taken place in this small but vigorous Republic.

Ewing Galloway photograph

The Great Greek Fishing Fleet at Piraeus, the Seaport of Athens

There is an air of content and steady development of natural resources, he says, which the continual threat of war had previously made impossible.

Now that the great body of refugees who returned to Greece in 1922 have been finally established in industry and agriculture, he relates, it is possible to estimate the course that future prosperity will take. First of all, he tells us—

"The improvement of communications has linked Greek culture and commerce to the main centers of Europe. The Indian air-mail, that calls at Saloniki, at Piræus, and at Crete, is no mere bird of passage.

"It is a definite link with England and with the Far East that brings to Greece many outside influences, and affords to Greek commerce (whose interests in India are considerable) no little advantage in the matter of rapidity of transit and correspondence.

"But the establishment of a daily Orient Express from and to Athens is by far the most influential element in the improved communications. Through carriages to Ostend, to Berlin, and to Sofia help further to make Athens into a European rather than a Balkan capital.

"And the recently opened Jugo-Slav daily airplane service from Saloniki to Vienna has added a final touch to a well-organized system.

"This Jugo-Slav service is now able to take a passenger from Saloniki to Vienna for the equivalent of the cost of a second-class railway fare.

"Just as communications have improved, so has public safety, without which the best of railway and road services fail to prosper.

"Altho it is only two years since brigands in broad daylight kidnaped distinguished politicians in Western Greece, and a very short time since the lower slopes of Pindus and Olympus were unsafe for pedestrians, yet the pest of brigandage is almost obliterated.

"In the wilder and most recently disturbed regions of North Greece, where the tradition of brigandage is of long standing and of no little popularity, the effective action of local governors has removed every risk, and the country is safe from end to end."

Saloniki is rebuilt and Athens enlarged, this writer advises us, and they have achieved their revival almost entirely by the erection of eminently suitable buildings, which are far more capable of resisting earthquake than any other type. He continues:

"Nor have the architects chosen a style which, in Athens at least, is dissonant with the setting. The great commercial buildings that have now risen on what used to be the royal stables in Athens seem, to me at least, to be a real adornment to the city.

"Nor is wide-spread improvement in towns and cities being accompanied by any vandalism or destruction.

"In Athens the beautiful buildings of the time of King Otho (such as the Palace in Constitution Square) are being renewed and rehabilitated, while in Saloniki the old Byzantine churches have been fitted into the new town plan in such a way that they now achieve a setting even better than that which their builders originally gave them."

AMONG the novelties noted in Greece by this observer, is watering the roads in the various towns which, we are told, were once thought of "only in terms of dust." It is amusing to him, also, to discover "a new toy" that is being enjoyed hugely by the Greek population and, he informs us:

"No day passes in Athens without the cheerful spectacle of red fire-engines and their attendant water-carts careering madly through the main streets, to the manifest joy of the onlookers and the evident pride of the firemen.

"Nor are the slower pleasures of steam-rollers absent from the daily excitements of the capital.

"Local transport is now so wide-spread that you can travel from any one large village to any other by some species of public bus or car.

"But how these cars survive the rigors of road and load is and will remain a mystery. A battered touring-car that was once optimistically built to hold a maximum of seven will always take ten, not to mention the chickens, sheep, and vast bundles that obscure radiator, wings, and roof.

"In roads alone Greece is still backward. There are many fine new highways, but they are wholly insufficient, and the key roads, like those from Athens to Saloniki, or from Athens to Corinth, still remain problematical in condition.

"Nor has the road from Corinth to Patras yet been completed. But the Government is fully aware of these deficiencies, and is taking steps to complete a new program of road-making.

"But I fear that Greeks, ancient and modern, have never had a deep interest in roads."

ONE of the most refreshing changes in these thriving days of Greece, it seems to this onlooker, is the very minor part the military now take in keeping order. Until a few years ago, he recalls, military patrols were a feature of daily life in the larger cities of Greece. And, it is pointed out that—

"Their presence was necessitated by the perpetual imminence of political plot and counterplot. But now that most of the old antagonisms have died down, the soldiers and their bayonets

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have returned to barracks, and their place is taken by the civil authorities.

"Only in the north in the more industrial regions are the military still used for police work, and that they are so used seems to me to be rather an abuse of civic rights.

"The official attitude toward industrial agitations is still redolent of the more primitive Balkan methods.

"Of all the new industries those introduced by the refugees of 1922 seem the most prosperous.

"Carpets, pottery, and tobacco produced by these new citizens have added many millions a year to the national wealth."

The Red Watch on the Rhine

THE GERMAN ELECTIONS, to be held on September fourteenth, promise the "Reddest" Government Germany has yet known.

This is no mere Socialist prediction. It summarizes the dire anticipations of conservative monarchical organs like the Berlin *Kreuz Zeitung* and the *Hamburger Nachrichten.*

Many pessimistic prophets assert that the end of parliamentary government at Berlin is in sight.

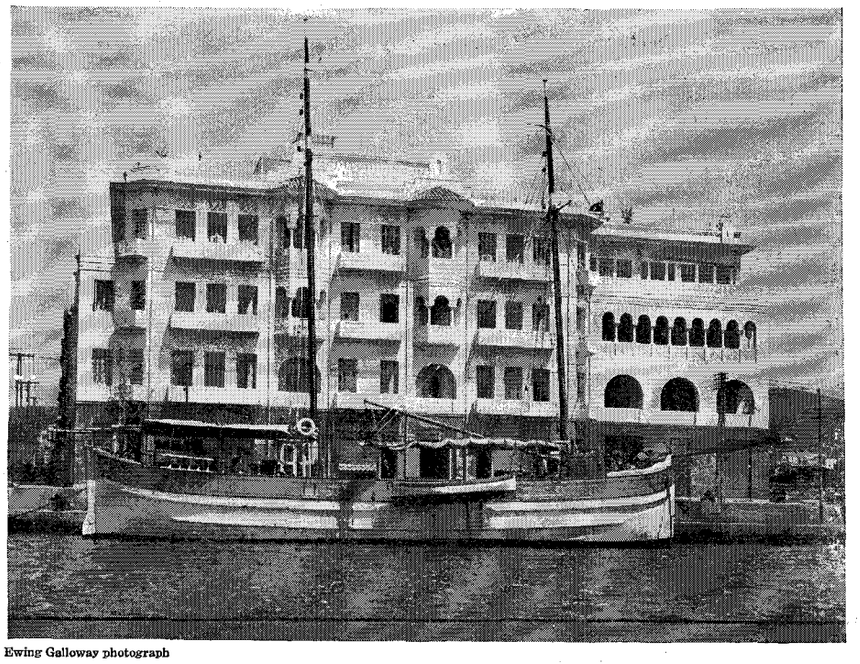
There must come a "stroke of State," they say, such as Mussolini effected at Rome, unless, indeed, Germany is to go Bolshevik and trail in the wake of Moscow. The struggle is a sort of last stand in Germany of Capitalism against Socialism, according to the *Hamburger Fremdenblatt:*

"We avow ourselves to be in favor of individualism.

"We admit that we are for capitalism.

"Not that in individualism we see the suppression of economically weaker groups; not that we view capitalism as a system of evil profit-seeking.

"Rather do we behold in Socialism and the sort of collectivism issuing from it in Russia a system of death and destruction where life and harvest ought to be."



Ewing Galloway photograph

One of Salonika's New Buildings

WITH enthusiasm for the Germany of the Hohenzollerns, we have the *Hamburger Nachrichten* explaining the cause of the "impending catastrophe":

"For the past forty years the imperial German Government and the republican German Government have trod the path of illusion—the illusion that terms can be made with the Socialists.

"These governments have been untaught by rebuffs and by experience repeated again and again.

"The Socialists will never come to terms with any element refusing to accept their gospel.

"Whether we have actually come to an end along this highway of illusion will be shown in the next few years.

"The Roman Catholic center party and the parties ruling with it ought indeed to realize now that there is no way to govern with or without the Socialists, but only against them.

"It merely confirms the established fact that a German Socialist is a Socialist first and a German next, whereas in all other countries the Socialist is not a Socialist first and a patriot next.

"For this reason we do not believe that the German Socialists will ever be competent to govern their country.

"Yet let us not be too one-sided.

"We find the same thing in all German parties.

"It is indeed true that a sense of the importance of the State decreases as one goes from the conservative German groups to the radical ones.

"The further one goes toward the radical camps, the stronger becomes the party passion.

"This is the profoundest reason why the parliamentary system is not the proper State form for us Germans.

"We shall always be exposed to the peril that party passion will prove stronger than any sense of responsibility to the Government and the State and the nation and the people."

ALL the foregoing is a tissue of misrepresentation to the Socialist *Arbeiter Zeitung* of Vienna, which asks:

"How did the crisis in the German Republic originate?

"The last elections brought the Socialists a tremendous triumph.

"They greatly increased the number of their votes everywhere.

"The Socialists became by far the strongest party in the Reichstag.

"This was the outcome of the decision of the people themselves.

"The conduct of the Government passed into the hands of the Socialists.

'When the bourgeois parties could not prevent this, they proceeded to frustrate the policies of the Socialists in all directions.

"At last they rendered that Government impotent by imposing such conditions for their participation in the ministry as comprised actual robbery of the unemployed.

"From that moment they did all they could—the so-called People's party, the party of big business—to exclude the party of the workers from all guiding influence.

"Hence they would not come to any agreement with the Socialists regarding the finances.

"Yet they could have done so easily.

"Accordingly the three parties which together comprise but a minority of the Reichstag put their taxation scheme in force, flatly violating the Constitution.

"They could not make up a majority among them—a Reichstag majority.

"Thus the bourgeoisie rules against the majority, for the simple reason that it can not make up a majority itself."

YET is there one important German daily, the *Deutsche Allgemeine Zeitung,* which does not share the general anticipations of a red flood at the coming elections. It declares confidently:

"We are familiar with all the pessimistic prophecies and with the things that tell in their favor.

"We are told the results of the general election in Saxony—strengthening of red radicalism and weakening of the moderates, a growth of the Socialist strength as well as of the strength of the Roman Catholic center party.

"But these prophecies overlook two points:

"One is the formation of a powerful conservative combination which was lacking heretofore.

"The other is the fact that this contest is really one between the executive and the Parliament—nothing more."

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Indian Ire at the Simon Plan

"A MOCKERY!"
"A colossal hoax!!"
"Dead Sea fruit!!!"

Such are the epithets with which some Indian editors are greeting the plan evolved for the future government of India by the great Liberal lawyer-politician, Sir John Simon and his commission.

Thus is condemned a scheme that took nearly three years of incubation; and involved two visits to India by seven representatives of the three political parties in Britain, and thousands of miles of travel in India itself.

Sir John Simon is regarded as an astute lawyer. In undertaking the probe in India he had to give up his law practise, the value of which is estimated at $200,000 a year. With him were associated Britons esteemed for their capacity—among them Lord Burnham, formerly owner of a famous London newspaper—*The Daily Telegraph*.

The greatness and cleverness of the plan elaborated by these parliamentarians appears to be entirely lost upon Indian politicians. In this matter cleavage of creed, caste, and politics seems to have disappeared.

The Moderates declare their disappointment; and the Nationalist Congressites—or Extremists and Revolutionaries as some would call them—express their abhorrence of the Simon plan.

The only people in India who are able to appreciate the ingenuity and labor put into the formulation of the project by Sir John Simon and his associates apparently are Britons sojourning in that land.

Such, indeed, is the gist of editorial observation in publications issued in various parts of India.

The view taken by the Indian Moderates is put tersely and clearly by Mr. G. A. Natesan, a prominent member of the Council of State. This corresponds to the United States Senate at Washington, D. C.

In his Madras *Indian Review*, he writes:

"The report and the recommendations of the Simon Commission have met with condemnation at the hands of all sections of politicians in the country. Congressmen, Liberals, Mussulmans, Justiceites, Parsees, and Sikhs, representatives of the land-owning classes and the commercial community—all alike have condemned them as disappointing, unsatisfactory, and reactionary.

"The provincial autonomy suggested by the Commission is nothing but a camouflage. The Governor is given unlimited powers which will undoubtedly make provincial autonomy a huge farce.

"The recommendations with regard to the Central Government are worse still. The introduction of indirect election for the Central Legislature, the apparent failure to provide for any responsibility on the part of the Central Legislature, the removal of the entire subject of defense from the purview of the legislature, the failure to provide for Indianization of the Army at any reasonable pace, the retention of the India Council, maintenance of the Secretary of State's control, and the retention of communal electorates are some of the most unsatisfactory features of the report.

"But this is not all. The recommendations with regard to fiscal autonomy are distinctly retrograde, and can not possibly be accepted by any responsible politician.

"Sir John Simon and his colleagues have toured India in vain. Either by sheer incapacity or otherwise, they have failed to appreciate the full significance of the nation's demand for self-government. Their failure to realize the gravity of the situation in India, and the thoroughly reactionary character of the recommendations have seriously aggravated the present tension.

"The situation is really grave."

IF a politician who is noted for his level-headedness and sanity to the extent that it is labeled a Moderate has such criticism to make, it is easy for the reader to imagine the strictures being passed upon the scheme by the Nationalists or the so-called Extremists. The comment made by the Calcutta *Advance* is typical of Nationalist opinion. To quote:

"There is not one word in it appreciative of the intensity of Indian sentiment on the question of Swaraj (self-rule), and not a single passage which bears marks of statesmanship. The report is childish and out of touch with the realities. The recommendations justify in a full measure the country-wide demonstrations held against the Commission."

The view taken by British editors and writers is diametrically opposite to this. Mr. Alfred H. Watson, for instance, writes in the Calcutta *Statesman:*

"If the recommendations are carried through, India will make a tremendous political advance and be committed to a course which will try the sagacity and statesmanship of her sons to the utmost. The recommendations display not only statesmanship but lofty vision of India's future."

THE deluge of abuse that has been leveled at the report by every section of Indians has compelled the editor of *The Statesman* to issue a warning. The rejection of the Simon scheme, he makes clear, might result in the prolongation of the present unsatisfactory state of affairs, and even to retrogression.

Worries That Are Spain's

STUDENTS AND THEIR PROFESSORS form the largest population among the Spaniards that want a republic, it seems. To them must be added, we are told, the discontented elements of the working class who believe that the law of property stands and falls with the throne.

An antimonarchist commands more hearing in Spain than he would in England, alleges a contributor, G. B., to the London *Statesman*. The present king, it is recalled, who was born after the death of his father, had everything against him, and the prestige of the Spanish throne to-day is almost entirely due to himself and his mother.

But the bulk of the Spanish people are loyal now, and without distinction, according to this informant, who continues:

"They realize that, in the present state of politics, the throne is the only stedfast rock in a mass of shifting sands. They believe that its removal would give them, not greater liberty, but less security.

"They must, however, be ready to speak and act in defense of their beliefs, for in Spain, more than elsewhere, much can be achieved by a vociferous minority."

ANOTHER problem for the Government of Spain, we are then advised, is the relations between Catalonia and the Central Government. Catalans, who wished for complete political independence, it is noted, allied themselves with the fomenters of industrial strife to demand the severance of the province from the rest of Spain.

The late Dictator Primo de Rivera, we are reminded, adopted a policy of suppression. But a recent royal decree, it appears, permits the use of the Catalan flag and language and the diffusion of Catalan propaganda. This, it is said, will help to create an atmosphere of conciliation, "but the problem is far from being settled."

A third problem of Spain, it is then noted, is her economic condition. On this point the writer in *The New Statesman* remarks that the party which hopes to be returned with a majority in the general parliamentary elections, promised to take place before the end of the year, will have to have definite ideas upon the kind of budget it would lay before Parliament.

Economically, Spain is expanding, we are assured, but she wishes to go slowly, and not forfeit the credit to which her natural resources already entitle her.

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Germany Shocked at Oberammergau

WE AMERICANS ARE TOO LACKING IN TASTE to realize what a travesty the Passion Play at Oberammergau has become, according to certain Berlin dailies.

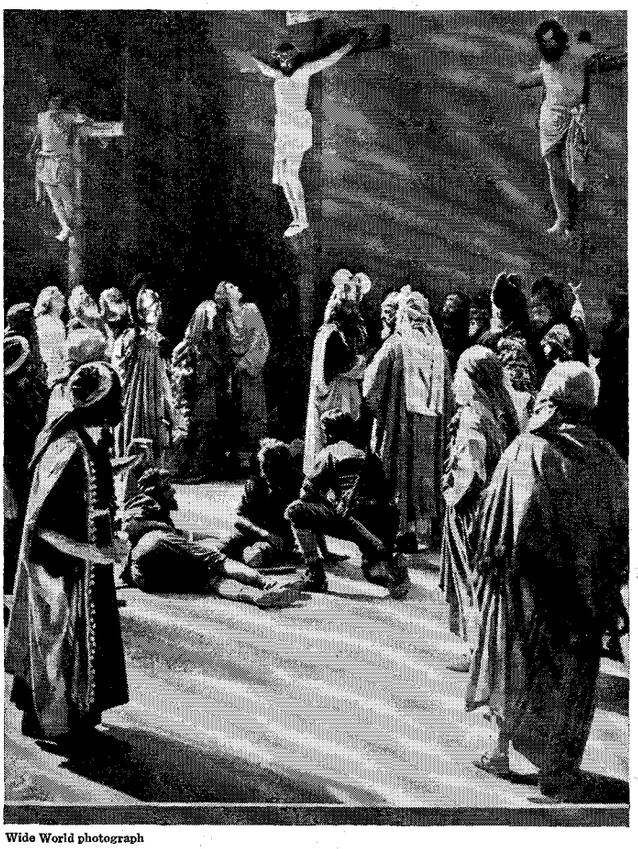
But who is responsible for the travesty?

If we read German newspapers we shall learn that we are mainly responsible for the "dollar effect" our country now has upon the actors and actresses playing the *Master*, the *Traitor*, the *Virgin Mother*, and the *Magdalen*.

Thus laments the Roman Catholic *Germania* (Berlin), altho echoes of what it says are derivable through the *Kreuz Zeitung* (Berlin), the *Leipziger Neueste Nachrichten*, and others.

Not that the net impression is unworthy. Yet this is only because the life-story of Christ Jesus is too tremendous to be actually disedifying, even in an unconscious parody, German dailies agree.

The irreverences in the performances are, we read, adapted to American taste, but who is to say dictated, in a fashion pointed out, among others, by the great daily organ of the Roman Catholic Church already named.



Wide World photograph

The Crucifixion Scene at Oberammergau

IF America should elect to stay away from the Passion Play, what would then be said?

Let us notice some of the charges:

"When Christ has given up the ghost on the cross—no one in the theater can experience this thrill without emotion—the bones of the robbers are broken (all doubtless in fidelity to the text).

"This breaking of the bones is accomplished with rubber clubs.

"This detail is forgotten quickly enough because the very next moment we are made to behold a soldier emerging with a lance or spear.

"A frightfully long metal tip gleams upon the weapon.

"With this the soldier feels with expert touch the left breast of Alois Lang, and then makes a thrust.

"A real wound in the side seems to have been effected—for 'blood' at once gushes from one place in the 'skin.'

"The watchers lie as if asleep before the upright gravestone of the tomb.

"This collapses with the racket of pasteboard and wood, and Alois Lang stands like a soldier in a corner of the grave.

"Slowly he is drawn behind the rocks on rollers.

"That is the resurrection!

"In the last picture we are assumed to behold the actual ascent of Christ into heaven.

"In the upper third expanse of the stage sways Alois Lang—that is, merely his head, through an opening in a back drop. The garb he wears is cleverly draped. Hands and feet are artistically managed. . . ."

AS for the text, *Germania's* critic maintains that it seems to need a fundamental going over:

"It seems to have been put together by degrees in various past generations.

"In its day it may have done good service.

"Now it lacks all unity of effect.

"It either lacks power as pathos, or it is too sickly sweet.

"Recitations in singsong are tolerable only when they accompany purely musical effects, as in Bach.

"Singsong recitation is unendurable when the text, as at Oberammergau, travesties a loftily inspired original into the idlest parody thus:

"Where is he gone? Where is he gone?
Most beautiful of the beautiful!
My eyes weep for him—ah!—
Hot tears of love.

"Oh, do come! Oh, do come!
See these tears flow!
What, beloved, you still delay?
To attach yourself to my heart?

"But this wretched doggerel lyric is scarcely worse than the text of the scene (left over, obviously, from a previous century) in which the soldiers, beneath the cross (which has just been raised) talk away in this style:

"Faust: A sign with an inscription hung up atop of the cross? Ha! This is doing quite royally.

"Captain: Lay hold here and raise the cross higher. But don't let go!

"Catiline: Ha! Work twice as hard!

"Nero: Good! Now the cross is firmly fixt.

"Captain: The hardest task of all is done.

"Caiaphas: And well done indeed! Thanks and cheers from us all go to you.

"Pharisees and others: Thanks and cheers, from us all!

"That Catiline and Nero were at Golgotha is well within the province of a peasant theater to affirm. But to permit such swelling words to be uttered is possible only when the classics are ill digested.

"Oberammergau must remain a people's own theater.

"No one wishes that more than we do.

"And for this very reason it can not live on the renown achieved for it throughout the world by the artistically blind and theatrically childish Americans."

BY Vera Chappell's comment in the Liverpool *Post* we find that the peasant actors rise superior even to the baleful American influence:

"These Bavarian peasants have the artistry that springs from ancient tradition, from a long desired ideal realized at last, an artistry diverted from the daily labor of carving, of pottery, of bookbinding, of inn-keeping, of typewriting, into a highly expressive channel. It is this spirit which alone makes the play possible."

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What Is a Motion-Picture?

CAN HALF-A-DOZEN HOLLYWOOD PEOPLE be found who know?

In ten years' contact with them, Welford Beaton has not found that half dozen.

Wherefore this editor of *The Film Spectator* (Hollywood) declares that's what's the matter with screen art, discust solely as picture business in "In Darkest Hollywood."

His indictment under the title just quoted is featured by *The New Republic*, and it boils down to the charge of neglecting the one sound psychological basis of the art-"motion." Hollywood talks in terms of the "externals" of motion-pictures, he says, "but does not think in terms of their fundamentals."

Wide World photograph

On the Via Dolorosa, Oberammergau

Listing many of the best well-known films, Mr. Beaton insists that nearly all of them "betray somewhere in their course that their directors did not have a grasp of the one essential to the success of a motion-picture, the only thing which properly handled can make a good picture out of a poor story-motion":

"Producers value so little the one thing they have to sell—the flow of motion on the screen—that they pay people to interrupt it.

"At first it was a lowly occupation, and those who followed it were called gagmen. The salaries of the best interrupters grew beyond such a common little word as gag, and after solemn deliberation they called themselves comedy constructers.

"They drew salaries for stepping in when a dramatic story became dramatic, and injecting a corking bit of comedy that always in the past had been a sure-fire laugh.

"Some of the studios for a time actually made a practise of giving credit on the screen to those who exercised their ingenuity in thinking up things to spoil pictures. Comedy constructers seem to have passed, but the fearful habit of injecting 'comedy relief' still persists.

"At his best the comedy constructer's mission is to kill in one minute the effect that the picture has struggled for fifteen minutes to obtain, to halt abruptly the progress the story is making, and to stick in something as out of place as a pig at a wedding."

AMONG current weird screen conceptions this critic cites:

"A scene in a new picture shows the hero dashing into a burning house to rescue his sweetheart, with whom he had quarreled. He finds her on the second floor when the collapse of the stairway seems imminent.

"Does he grab her and beat it?

"He does not.

"He takes her tenderly in his arms, pleads that it was all his fault, that he has always loved her and her alone, and that if she will forgive him he never will misunderstand her again. She forgives him, and a beautiful love scene ensues, as out of place as a similar scene would be in the middle of a Niagara whirlpool."

TURNING to "talkies" to revive a sagging business is another evidence, according to Mr. Beaton, that Hollywood knows not Hugo Münsterberg's masterly analysis of the fundamentals of screen art in his "The Photoplay: A Psychological Study":

"About two years ago box-offices sagged, and out in Hollywood it was agreed that something must be done. It did not seem to occur to any one that better pictures would cure the ills afflicting the industry.

"No one read Münsterberg to find out what a motion-picture was, anyway. The fact that any picture would be good entertainment if it contained an uninterrupted flow of motion did not suggest itself.

"The industry which had made itself stupendous by manufacturing silence, abandoned suddenly and entirely the thing that made it, and began to manufacture sound. The change was as radical as it would be if a concern that had built up a market by manufacturing women's hats were to switch suddenly to the manufacture of men's underwear.

"Producers still insist that they have not made a fundamental change in their business, that they still are manufacturing screen entertainment. As well might our manufacturing concern contend that it had not changed its business, that it still was engaged in the manufacture of wearing apparel. It would be, but not for the same market.

"If Hollywood, which talks about nothing but motion-pictures, had known what it was talking about, it never would have gone over so completely to the talkies.

"It would have known that they can not permanently endure. It would have known that silent screen art is fundamentally sound, and that if the order of their coming had been reversed, the silents, intelligently made, would have chased the talkies off the screen.

"But Hollywood as a whole, as I have said, does not know what a motion-picture is."

COINCIDENTALLY, Tamar Lane, editor of *The Film Mercury* (Hollywood), states that a survey reveals that:

"The average theatergoer no longer desires songs in straight dramatic and comedy productions. The general run of theatergoers are still chiefly interested in the story, and they complain that the halting of the plot to sing a song in the midst of an important situation interferes with the story thread, and kills off much of the suspense."

The Cover

FROM a canvas by a mediocre artist, painted in 1616, Matoax, or Pocahontas, looks into our eyes across the centuries. A certain thoughtfulness in its glance impelled Mr. Ferris to paint this picture, using the older one as a guide.

Poor Pocahontas! A short life, and we fear not a merry one. Married to Rolfe, it is to be suspected as a matter of policy, she kept a savage's adoration for Captain Smith, whose brains she had saved at the risk of her own, and it seemed politic to deceive her by false tales of his death, before she married Rolfe.

Smith's meeting with her in London, later, is affecting. "After a modest salutation, without a word she turned about and obscured her face."

She became the rage in London, but civilization was destructive; she developed consumption and died at Gravesend while on her way back to America.

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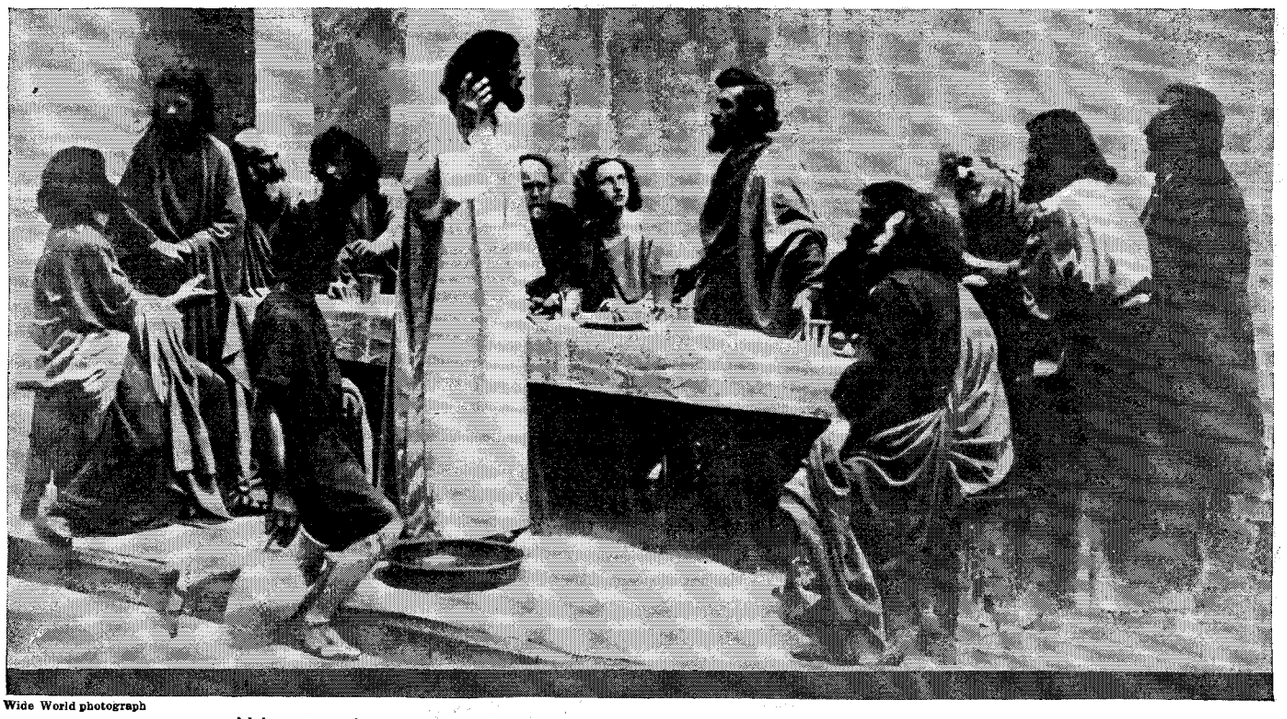

Wide World photograph

Warning Impetuous Peter Among the Disciples, at Oberammergau

Authors Who Hide

WHO IS JOHN SINJOHN? Who Gavin Ogilvie? Their books are household words; but they have come out from the masquerade of their early, timorous efforts, and now call themselves John Galsworthy and J. M. Barrie.

They belong to the horde of writers who for some unknown reason hide behind a pen-name.

A book of 200 pages has been compiled by Annie Russell Marble, on "Pen Names and Personalities" (Appleton), and one may be surprized by the brief list culled by Isabel Paterson for the New York *Herald Tribune*, at the familiar friends who hesitated first to present themselves in their baptismal names:

"'Elizabeth' of the German Garden is really Marie Annette née Beauchamp, first married to Count von Arnim, and second to Earl Russell; Katherine Mansfield was also born Beauchamp; Rebecca West was christened Cecily Fairfield; Joseph Conrad dropt his surname of Korniezewski; Cynthia Stockley is really Mrs. H. E. Pelham Browne; D. H. Lawrence at one time used the name of Lawrence H. Dawson; and every one knows, only it is impossible to remember exactly, that Michael Arlen started out under the burden of Dikran Kuyumjian.

"Sinclair Lewis first crept shyly into print disguised as Tom Graham; and André Maurois gave himself that name, his family knew him as Emile Herzog. That S. S. Van Dine is Willard Huntington Wright hardly needs to be repeated.

"Sydney Porter, for good reason, used half a dozen pen-names—S. H. Peters, James L. Bliss, T. B. Dowd, Howard Clark, and Olivier Henry—which he shortened to its permanent form, O. Henry. Harold Frederic published some of his early work as George Forth, tho 'The Damnation of Theron Ware' came out under his own name. Henry Beston's full name is Henry Beston Sheahan; Edgar Allan Poe used several obvious pseudonyms, such as Hans Pfaal and Quarles Quickens; while in the Army he was known as Edgar A. Perry, and at one time he chose to sign himself Henri le Reunet. Sax Rohmer's real name is Arthur Sarsfield Ward."

WHY do they do it? wonders Mrs. Paterson, voicing many people's feeling:

"The assumed names are seldom any more euphonious or distinguished than the real ones.

"But there are several reasons, to which an honest searching of the memory gives easy clues. One's own name can hardly seem other than commonplace to the point of tedium. One has heard it so often—too often, in childhood, when it was a call to duty or perhaps portentously uttered as the prelude to worse things.

"And most of us have a suppressed yearning to be somebody else. Not any particular person—there is no one we'd trade with outright, personality and all, even for the most manifest and numerous advantages.

"But somebody that should be ourself magnified, revised and improved, so that our unrecognized charms and hidden wisdom might have a fair chance. In fact, we'd like to be two other fellows, and live half a dozen lives.

"The child that plays house and goes calling on another child, announcing herself as *Mrs. Jones*, is making magic of this sort. To enter into the play, you've got to address *Mrs. Jones* with scrupulous politeness and converse on a higher plane than when speaking to Mary Jane herself. Nobody can tell *Mrs. Jones* to go and change her pinafore, or ask why she was late getting home from school.

"In later girlhood Mary Jane will wish she had been named Ermyntrude Hildegarde, and compromise by writing her name Mae Jeannette.

"No name is perfectly satisfactory throughout a whole life. There are various phases that require to be properly signalized. The very young man bids for dignity by signing himself T. Frederick Brown, to get away from the boyish unimportance of being just Tad Brown.

"Authors are constrained by all these inhibitions and desires. Very likely the lad from Stratford sometimes thought sadly: 'What chance have I? Who ever heard of any one named Shakespeare?'

"Partly the author feels that the first appearance in print is a public exposure of his inner self, and he snatches at a pseudonym as a cloak. Partly he wishes to convince himself that he has really achieved authorship—a transformation which costs so many doubts and agonized efforts that it demands an outward and visible sign of an inward and spiritual grace.

"After a while he realizes that it makes no difference to the family; they go right on calling him Sonny or Bill. And the public simply doesn't care. It will mispronounce with equal fluency whatever name he adopts. So if it is not too late, there is a reversion. If the pen-name has been established, he has to continue carrying it as extra baggage.

"But still, if one could only start right, as Roderick Armytage with appearance to match, what a difference it would make. One could be oneself! Or would he then wish he had been christened John Smith?"

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RELIGION AND SOCIAL SERVICE

Back from the Primrose Path

LET THOSE CAROUSE WHO WILL; for this woman turn down an empty glass.

She has found that the primrose path rims a sewer.

That the glare and glitter of what some call life is only the lees of life.

That liberty is not another name for license, lust no kin to love.

That one may be moral and happy, virtuous and content.

And, at last, she is weary of her "independence," sick of the "unspeakable bondage called freedom."

For "in its name," writes Marian Castle in *The Woman's Journal* (New York), "I have become a second-rate wife and citizen and person. But, at last, I am through. I have rebelled against rebellion."

Is it a straw in the wind?

Some have told us that the tide is turning against looseness, that vice masked as the new freedom has been unmasked and shown to be the age-old, familiar death's head at the feast.

At any rate, this woman's brave story of her rebellion against sham and hypocrisy may help others to a courageous heresy.

She has written a new "declaration of independence," and she proclaims the joys of home and family and the need of God.

Mrs. Castle is of the war youth, and of her generation's fight for so-called freedom, she writes:

"We thought that the battle was not only for liberty, but for license; not only for unconventionality, but for unfaithfulness.

"We were inexorable in pouncing upon any furtive vestiges of scruples, restraints, and inhibitions.

"Stark realism was what we sought. Blood. Lust. Decay.

"We could not see a primrose by the river's brim.

"No, indeed, we saw only muck and manure supporting an unidentified bit of plant life.

"Our new freedom gave us the right to smoke, to drink, to sit up all night, to discuss the hitherto undiscussible, and to work like men with men.

"Our mouths tasted like varnish.

"Our eyelids drooped over sleep-starved eyes.

"Perhaps there were some of us who cheated a little, who pretended to a greater emancipation than we really possest.

"But, if that were so, we were desperately anxious not to be found out.

"With all the fervor of crusaders we left our comfortable, middle-class homes.

"We set up housekeeping flats with other bachelor girls. Only the word housekeeping is a euphemism.

"Home-losing would be more accurate. We wanted nothing of old parental naggings about our health, our morals, our habits, or our thoughts.

"We must be free!"

AND "free" they were, Mrs. Castle writes:

"We were free of food that was food, of sufficient sleep in well-aired beds, of swept and sudsy cleanliness about us, of time-tested friendships and of family affections.

"We appropriated our mother's slogan of the single standard of morality, and interpreted it to mean a single standard of immorality. We caught up their cry of 'Down with Puritanism,' and changed it to: 'On with Impuritanism!'

"We deleted the word Hurrah from our vocabularies, and substituted Blah.

"We thought women's clubs were frumpy. We shrugged at the nonsense of social service. We were patronizing toward every one not avowedly Left Wing.

"We referred to religion as 'soothing sirup.'

"We thought family life stuffy. Happy endings in matrimony or literature were simply too absurd.

"We were wonderfully untrammeled in our reading—so long as the reading consisted only of the latest septic autopsy called realism.

"Then we grew older.

"We married and portaged along with us all our glorious new freedoms.

"Strange how these new freedoms were beginning to chafe. But we dared not complain.

"We had to read the same old sodden books of despair. We had to smirk at every man's religion. We had to subscribe to the old creed that husbands and wives inevitably hated each other.

"We had to go on drinking dubious cocktails, gambling fiercely at bridge till dawn, knowing smart people, talking smart talk, and thinking smart thoughts.

"We had to wax eloquent over the vice-of-the-month—to tear down two bricks where any one else laid one."

UNTIL, at last, the disillusion. Then Mrs. Castle rebelled. She hauled down the frowsy old banner and sent up a new, and announces her revolt:

"My first heresy will be about the home.

"I am tired of pretending that all husbands and wives live in a state of armed neutrality. I shall be honest with myself, even tho I descend to sickening depths of sentimentality.

"I may even go so far as to proclaim that there was only one perfect mate in the whole world for me—and that I married him.

"As for children, there is no prognosticating the lengths to which I may go in declaring that homes are particularly delightful places to be brought up in, that parental love is deliciously kind and shielding and unquestioning. That a child is not always a biological accident, but may be the deeply-to-be-desired climax of a happy marriage.

"Drunk with my freedom from freedom, I shall boldly declare that realism is life. And that life is not entirely a mosaic of perversion, insanity, incest and open sewers. That life, and hence, realism, is as much the primrose as the manure, and that I have always entertained a faint and inexplicable preference for primroses to manure.

"That so long as I can know that there is an upreaching in humanity, that there are new babies to be bravely borne, old men to die serenely, and young men to live gallantly; so long as there are sunrises and snow-capped peaks and little towns with smoke curling out of chimneys; so long as there are great cities with greater churches and kneeling multitudes—so long as there are all these things, I shall choose my own pattern for the thing called realism.

"Of course I shall be lonely. Iconoclasts are.

"I am going to believe in the things I want to believe in, and do the things I want to do.

"I am going to dare to say: 'So sorry, but playing for high stakes gives me nervous indigestion. I'd rather not!' Or: 'I've sworn off bridge. It enrages my husband and bores me. Besides, I have a new book to read. No, not "The Well of Loneliness." "Sense and Sensibility."'

"Traitor!

"I shall be able to say: 'No cocktails, thanks. I don't like them and, besides, I doubt your bootlegger.'"

She is going to have the courage of her convictions. When the pack turns on her, she is going to say that she likes solitude,

A Cross at Dusk

By Arthur Wallace Peach

HIGH o'er the city's murk and mist,
Golden with sunset's flame,
The great cross lifts against the dark,
The glory of His Name.

The city towers fade and pass
Against the evening sky,
The gray fog gathers from the sea,
The city noises die.

Alone prophetic of the Love
That change can never mar
The cross above the city gleams—
Faith's high and holy star!

—*The Christian Herald, New York.*

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long walks, dogs and children, and whole evenings with a book at her own fireside. More:

"I shall calmly declare that I love my home, in spite of the fact that it is supposed to dwarf my individuality. That I sing pæans of joy over the fact that I may depend upon my husband for money instead of earning it myself.

"Who knows—in an orgy of radicalism, I may announce that I think spankings are good for children!

"My Declaration of Dependence will include a serene avowal of a religion.

"I won't have to smile scornfully (but a shade enviously) at misguided adherents of outworn faiths.

"I won't have to shake, like a dog with a rat, those sweeping phrases about wish-fulfilment and atavistic emotionalism.

"I shall admit that there is a possibility that something bigger than myself may exist; and, with that assumption, go on to clasp, with brazen assurance, an outworn faith to my misguided breast.

"I shall calmly admit that I am afraid. That there are times when I wake up in the middle of the night, to contemplate illness or separation or death, and feel like a small and lonely soul shivering on a vast hilltop with all the winds of eternity blowing about me.

"And then, like a frightened child, I run toward God. Yes, I shall admit it.

"Ostracism will be sweet, martyrdom its own reward. For I shall have rebelled against rebellion; and I shall be free of this new freedom!"

A RETURN of femininity and the restoration of the home is prophesied by Elizabeth Onativia, who once raised hogs in Montana and paraded with the suffragettes in New York. Writing in *Scribner's Magazine*, she says the younger generation of women are more concerned with women's privileges than with women's rights, and she goes on:

"Here they are, all fresh and educated, ready to be good wives and mothers. And bent on being feminine, first and foremost, with a strong bias toward being supported.

"They have heard a lot about women's work and women's working, and some of them have experienced both. They know all about woman's place in the world of finance and commerce and industry. They aren't especially sold on it, either in the abstract or in the concrete.

"They see their elders fighting time and tide to hold their places in a world which is, say what you will, largely run by men, and they think it's poor policy.

"The younger women are going to fight for the privilege of being supported, coddled, courted, and cherished."

Wide World photograph

"Teach Me to Be Obedient"

So runs the private code of King George of Great Britain, shown here as an English gentleman.

Few Bootleggers in Jail

PROHIBITION IS NOT OVERCROWDING the prisons. It is not the bootleggers who are jamming the jails and making conditions so intolerable that prisoners revolt.

So *The Christian Century* (Undenominational) finds after examining *The Congressional Record* for June 6. It notes:

"Of the 116,670 prisoners in State prisons on January 1, 1930, it is shown that only 4,037, or 3½ per cent., were violators of Prohibition laws.

"And of the 11,270 prisoners in Federal penitentiaries, only 3,121, or 27½ per cent., were there on dry charges.

"The rapid increase in the number of State prisoners has not been caused by Prohibition cases, as the unemotional statistics show, but by the growth in the number of convictions for theft, burglary, larceny, forgery, assault, and hold-ups.

"There are actually seven States without a single Prohibition violator in their prisons.

"Among them are New York, Nevada, Montana, and Arizona.

"New Jersey was holding only one bootlegger on January 1, while Wisconsin had only two, and Utah three.

"Which suggests that there are certain parts of the country in which it must be extraordinarily difficult to break into prison for trifling with the liquor laws.

"Nine States—California, Illinois, Indiana, Michigan, Missouri, Ohio, Pennsylvania, Texas, and Virginia—reported bad prison conditions due to overcrowding, having something more than 10,000 prisoners in excess of the number for which their penitentiaries were planned.

"But in these nine States the total number of Prohibition offenders was only 1,619."

The Code of a King

KING GEORGE OF ENGLAND has a private code of conduct, which, at first flush, may appear easy to follow; but, on second reading, may appear a bit difficult of achievement.

The code, which is said to be framed and hung in his bedroom, runs as follows, as we glean it from the press:

"Teach me to be obedient to the rules of the game.

"Teach me to distinguish between sentiment and sentimentality, admiring the one and despising the other.

"Teach me neither to proffer nor to receive cheap praise.

"If I am called upon to suffer, let me be like a well-bred beast that goes away to suffer in silence.

"Teach me to win, if I may; if I may not, teach me to be a good loser.

"Teach me neither to cry for the moon nor to cry over spilt milk."

To many, comments the New Haven *Journal-Courier*, this code will seem to be platitudinous. "But it will appeal to none as being a code easily lived up to."

The sophisticated, we are told, will wonder why it should be lived up to. To them it will occur, we read:

"Why should one be obedient to the rules of the game if the game is wrong? Is there a distinction between sentiment and sentimentality?

"Why should one suffer in silence, if there is any balm in making a noise about it? (And there must be such balm, because most people we know do make noise about suffering.)

"Why shouldn't one cry over spilt milk? And so on and so on.

"And it must be admitted that all of these objections are very easily supported. There is logic in them. There is sanity in them."

KING GEORGE'S code, then, is often more than faintly silly, concedes *The Journal-Courier:*

"But we defy any one to prove that it is not always magnificent.

"A lot of derisive drivel has been written about the public school credo of England, but no one has ever succeeded in making it seem ignoble. If it is ridiculous, there is a decided tang of exaltation to it.

"For us, the very heart of the great play 'Journey's End' was its exhibition of precisely that code as it withstood the shock and clangor of war. It was ridiculous, but it was inspiring. Raleigh and Osborne babbling about 'Alice in Wonderland' on the brink of death's most horrid precipice, were not acting as logical adults might be expected to act, but we didn't hear a snicker in the audience—and we saw the play twice.

"Discipline and the stubborn art of understatement are the core of this philosophy, the core as it was shown by Raleigh and Osborne, the core of the commandments in King George's personal creed.

"They can be laughed at; many do laugh at them. But we know no one who doesn't admire them."

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A Post-Mortem on the Home

HE DID NOT SHIRK his responsibility—that father of fifty years ago.

He cared for his farm, if he were a farmer; did his duty by his neighbors, kept open house, and tried to raise his sons and daughters to be worthy of the family name.

In brief, he made a home.

And in this home the mother, aided by servants, if she had them, cooked, cleaned, sewed, nursed the sick, washed and ironed, and bore children, believing with the psalmist that "happy is he whose quiver is full."

The boys and girls grew up, learned at an early age to share in the family's work life. A few went off to college, but for the most part they stayed at home until they were ready to make homes of their own.

But to-day, writes Maude Dutton Lynch in *The Forum*, "it is as if a landslide had passed over the country. One still finds isolated exceptions, but for the most part these homes have been cleared off the map by social and economic causes as completely as if they had been razed by some great catastrophe of nature."

Now Mrs. Lynch, we are told, has spent the last twenty years in creating such a home as she describes in her article. She has five children, the oldest nineteen and the youngest fourteen. But she not only has time to raise them, she finds odd moments to write articles and books for children. She may be considered, then, an authority on the meaning of a home.

The war, the emancipation of woman and her entrance into industry, prohibitive building prices, the general breakdown of moral fiber, and the desire to escape responsibilities, the fetish of comfort-worship—these are the things which this mother finds have contributed to the passing of the home.

The tremendous energy of the pioneers, she writes, has passed its goal of satisfying mere want and gone on to satisfying the desire for material comfort, and she says:

"This is the force that has built apartment houses on the sites of old homesteads, the force which, during the ten years following the outbreak of the war, increased the output of bakeries 60 per cent. and the amount of work done in laundries 57 per cent., while the population was increasing less than 15 per cent.; and which, between 1910 and 1920, increased the number of delicatessen shops in the United States three times as fast as the population.

"It stimulated an unprecedented growth of tea-rooms, drug-store lunch counters, ready-made clothing stores, and dry-cleaning establishments.

"Very quietly but very swiftly these novelties have been taking over the work of the household, until now they are actually challenging the existence of the home."

EDUCATORS assume the task of the parents. Day schools are including play as well as work in their programs, so that many children do little at home besides eat two meals and sleep. Boarding schools and summer camps, constantly increasing in number, assume practically entire charge of boys and girls from kindergarten to college. Even infants are provided for in pre-schools, where trained psychologists take the place of mere mothers. Recreation is taken in public parks and playgrounds; "movie theaters, professional baseball, fights, college football empty the home evenings and holidays. New Year's Eve dinners in hotels or clubs are more popular to-day than the old-fashioned family gathering formerly assembled so religiously at Thanksgiving and Christmas." And, says Mrs. Lynch:

"Now I think that many parents who are alarmed by the boredom and other unhealthy symptoms in their young sons and daughters would do well to focus upon our present non-functioning homes the same keen psychological study that educators have focused upon our schools.

"My own belief is that we would find that our homes also needed to be re-created as activity centers. Because we no longer need to spin, weave, bake, or sew, it does not follow that we must be idle. The desire to do is not going to be bred out of man's nature by the machinery of our iron-hearted age.

"I am not referring now to genius, but to all those inner desires, those strangely persistent urges in every man's and every woman's nature which, whether or not successfully repressed by the circumstances of life, are still the dominant molders of personality.

"One of the tragedies of modern life is that, for most of us, our work is set distinctly apart from these longings and cravings that are so peculiarly our own. The seeking, adventurous spirit has been trampled out of the day's work by the hard, demanding régime of efficiency.

"Most of us lead the monotonous life of robots, and the cumulative effects of monotony are deadly. They slowly suffocate man's spirit.

"In this toxic atmosphere only stimulants can rouse us, and thus we turn to the overemphasized beat of jazz, the melodrama of the screen, the dazzling gyrations of lights.

"Only through artificial respiration does the jaded spirit revive."

YET, says Mrs. Lynch, any psychologist will tell you that if we could develop our innate interests, we could rid ourselves of boredom.

There is the man who wants to raise chickens, but is forced to sell life insurance. If his wife were willing to start their married life far enough from city limits, he could satisfy his desire.

There is the hard-working doctor whose "cocktail" is a carpenter's bench, where he forgets the hard routine of his daily calls on the sick; the experimenter, or, for other homely illustrations:

"The business man working in his garage on a device for the automatic dimming of headlights; the stockbroker in his cellar seeking to make an umbrella so cheap that you can afford to use it once and then throw it away; the boy building his own radio out of five-and-ten-cent-store parts; the lawyer striving to find the method that will permanently end war—these and countless others who have within them that age-long itch of the explorer are the people for whom there is still a tang in life.

"These are the boys and girls, the men and women who, perhaps unconsciously, are pleading with us to preserve the home.

"And the home, the real home, is a laboratory in an even larger sense. We hear much to-day of maladjusted men and women—individuals who are not at ease in the human family, bewildered members of society who have never learned how to live with the rest of mankind.

"Again and again the psychiatrist traces the cause of this failure back to the home, until we hear one of our greatest modern psychologists, Dr. Alfred Adler, asserting that the task of reeducating all the parents is so impossible that it is to the teachers that we must turn for the real training of children. This is most astonishing, coming from the lips of a man who believes that before his fifth birthday each child has fashioned his style of life, his way of meeting all the future problems, and that the resulting pattern can be changed thereafter only with the greatest difficulty."

BUT Mrs. Lynch believes that married people who decide to have children will in increasing numbers seek to fit themselves for these responsibilities. She adds:

"And these will be the parents who will realize that we all need a place during our growing years where we can learn, by watching, by simply living with those who are dear to us, the very difficult art of becoming civilized. For we all need a place where patience, which is born simultaneously with other maternal instincts, bears and forbears with us while we serve our apprenticeship to living.

"We need a place where the judgments placed upon the riotous whims and impulses of our adolescence are softened by affection; a place to which we distinctly feel kinship, to which we belong not as an individual but as a family group, for the sense of membership will be an important factor in our later social life. And we need a place where the door is always open, where help is given always without question, at any moment, in any need."

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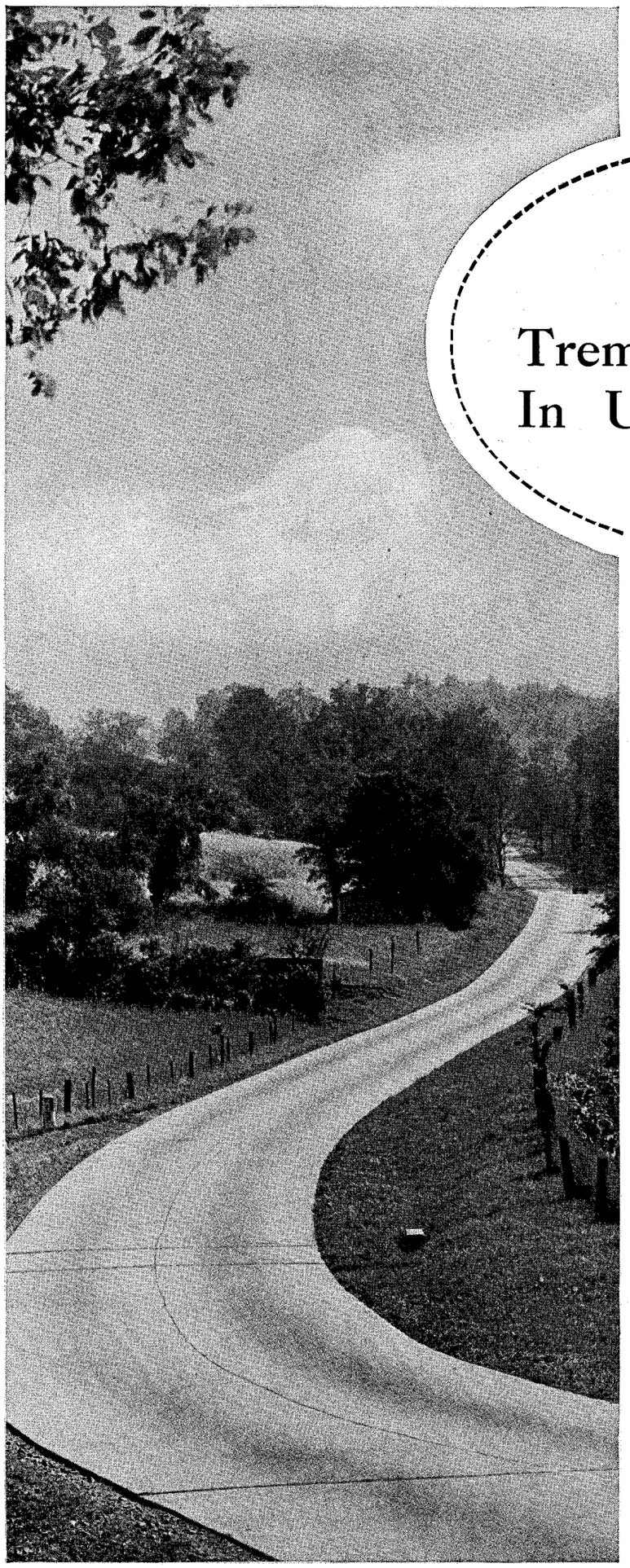

Now~ Tremendous Values In Used BUICKS

due to the record demand for new Buick Eights

Every year at this time, Buick Dealers offer outstanding opportunities in used cars. And this year, due to the remarkable country-wide demand for the new Buick Eight, Buick Dealers everywhere have exceptionally attractive values.

Now motorists can obtain big, roomy, luxurious Buick Sixes—many driven only a few thousand miles and guaranteed, all in finest condition—and all available at the greatest savings in Buick history.

A Buick will bring to you and your family the extra power—extra acceleration—extra swiftness, smoothness and stamina—of the famous Buick Valve-in-Head engine. It will provide the enviable beauty, size and luxury of Body by Fisher. It will assure all of those superb motoring advantages which cause people to buy from two to five times as many Buicks as any other car in its field.

Not only will a Buick serve you more capably, but it will provide scores of thousands of flawless, reliable miles, as is proved by the fact that many Buicks are performing faithfully with 75,000—100,000—or even 150,000 miles on the speedometer.

And remember, you can buy a Buick with all of these fine advantages at tremendous savings—a Buick offering as much as 80% of its mileage for as little as 60% of its cost—during the special opportunity now prevailing.

Visit your Buick Dealer—today. See his unusually attractive selection of used Buicks, at remarkably low prices, all available on the extremely liberal G. M. A. C. plan. Here—and *now*—for a limited time only—is the ideal opportunity to own the Buick you've always wanted.

BUICK MOTOR COMPANY, FLINT, MICHIGAN
Division of General Motors Corporation
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Teaching by Talkie

THE TALKING MOVIE IS SOON to take its place as an important teaching-tool in the schools.

It will never supplant the teacher, say those who advocate it, but it will aid both teacher and pupil, stimulate interest, and bring a subject before the eye in a way with which no other method can compete.

The plan was recently demonstrated at a meeting of the National Education Association's Department of Superintendence at Atlantic City, where a miniature theater seating 125 was built on the floor of the convention hall for this purpose. Says W. A. Wolff, writing in *The Western Electric News* (New York):

"From almost the moment of its unofficial opening on the Saturday preceding the convention until the workmen came around to dismantle the theater, it played to capacity business.

"Over 4,500 school superintendents saw there the first talking-pictures ever made on the basis of a well-defined plan which already indicates that educational talking-pictures produced under proper supervision have stept squarely into a field of unlimited usefulness.

"This development is the logical outcome of far-sighted planning. Two years ago, J. E. Otterson, in a speech at the Hotel Astor in New York, said in part:

"'Were I to enter the field of prophecy, it would be to speak of the application of talking-pictures to the fields of education and religious teaching. I visualize the use of talking-pictures . . . in schoolrooms where children are privileged to listen to the lectures of great teachers and national leaders, and to receive the inspiration of their speaking personalities.'

"The plan for the production of educational talking-pictures contemplates two main objects: one, to provide pictures for the enrichment of curricula; the other, to provide pictures for use in teachers' colleges for pedagogical training and for teachers in service.

"Pictures will be made presenting 'subjects,' or, as they are termed in educational circles, 'units of instruction,' in courses which have been ranked by educators as important. Selected teachers will furnish the subject matter with detailed information regarding bibliography, supplementary material, and suggestions for the preparation of text material.

"This text material will next be examined from the standpoint of practical picture production, after which proper scenarios will be prepared, utilizing the elements which best lend themselves to talking-picture presentation. These are then to be submitted to specialists in order to insure conformity with educational standards.

"When a picture has been completed, tests will be made in actual classroom situations. These tests should indicate the effectiveness of the film, or at least wherein it is weak. If the picture passes the requirements of educational authorities, it can be released for general distribution, otherwise it will be corrected."

THIS plan, we are told, is in actual operation, and the first talking-pictures prepared in accordance with it were shown at the convention. These pictures show the effects of training that teaches the children to think for themselves, and develop originality of thought. To quote further:

"In other words, this is what is termed an 'activity' program and its picturization illustrates the possible development of the talking-film in presenting types of material for study and criticism in teacher-training classes and for teachers in service.

"Other pictures are being prepared for fields in elementary and secondary schools, covering health, physical education, social science, literature, drama, vocational guidance, music, art, and teacher training.

"Films intended primarily for teacher training will be of three types.

"The first will illustrate procedures, pupil activities, social relationships, room arrangement, attention to individual instruction, tests and measurements, etc., to be used for purposes of observation and study. Secondly, films will present lectures by outstanding authorities in the field. A third type will demonstrate difficult teaching and testing technique.

Courtesy of *The Western Electric News* (New York)

New Kind of Movie Actors

Classroom scene on the screen, showing the teachers at the Atlantic City convention how to teach. The title was: "A Case for Professional Study."

"It was recently stated by N. L. Engelhardt, Professor of Education in Teachers' College, Columbia University, that 'There never has been any idea that these educational talking-pictures can supplant the teacher. They are not expected to take the place of text-books, reference, and many other instructional aids. They are planned to serve the teacher, to assist the teacher by stimulating the pupil's interest in the subject; to incite the pupil to use his own initiative in outside reading and assist him in visualizing the subject and its relationship to his every-day life.'"

New Finger-Print Developer

A SPECIAL tape of black rubber which simplifies the process of revealing a latent finger-print, has recently been invented and patented by Maj. Richard M. Joyce of the St. Louis Police Department, says *The Scientific American* (New York):

"Latent prints are to be distinguished from those intentionally made on suitable surfaces for record purposes; they are those which are inadvertently left behind by criminals at the scenes of their crimes.

"The old photographic method of obtaining permanent records of latent prints has many disadvantages.

"Prints left on curved, angular, or reflecting surfaces or in restricted recesses are almost impossible to photograph, and when a camera is used, the resulting images are distorted or indistinct.

"By Major Joyce's method, the print is first powdered with aluminum bronze powder, the tape is prest over this, and the gleaming print is lifted. The image is then covered with a transparent shield which protects it until it may be conveniently photographed.

"This new transfer system extends finger-print recording facilities to small towns or rural districts not able to purchase and operate the usual photographic equipment."

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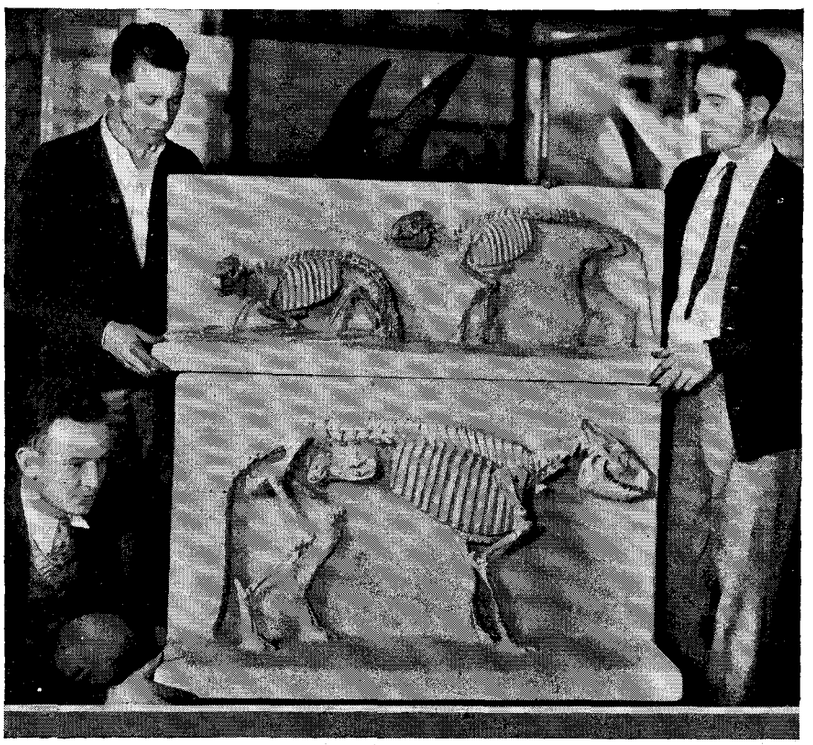
Unborn Twins Ten Million Years Old

A MOTHER OREODON, a fossil animal extinct long ages ago, with unborn twins, has been found in South Dakota, and is now in the geological museum of the State School of Mines at Rapid City.

President C. C. O'Hara, of the school, says in a letter printed in *Science* (New York) that this is the only known occurrence of a fossil mammal accompanied by unborn young. He writes:

"The specimen was found by the School of Mines collecting party of 1928, Mr. James Bump, Mr. Robert Hernon, and Mr. Harold Martin, at Cain Creek, in the heart of the Big Badlands.



Mother Oreodon and the Unborn Twins

They are seen in the lower figure. The three young men—James Bump, standing at the right, Robert Hernon, standing at the left, and Harold Martin, seated at the left—constituted the field party, and collected and mounted the specimens.

"Only a small portion of the skull of the mother was exposed to the weather. Excavation disclosed the complete skeleton, except that the ribs on the right side were mostly missing.

"Upon turning over the block in the field for final shellacking and other protection, the skulls of two unborn individuals, lying within the pelvic region, were discovered.

"The mother skeleton, the right side showing, is mounted in relief on a nicely tooled slab.

"The skeletons of the twins are only partially preserved. Some of this loss is due doubtless to the cartilaginous, non-petrifying nature of the material. The skull of one is well preserved and nearly perfect. The other may be easily discerned, but is much crusht and the parts displaced.

"Both skulls show well-developed teeth. The cranial bones are very thin and delicate, and much care was necessary to prevent injury to them. In the mounting of the specimen it was thought advisable not to attempt extracting the fetal forms completely from their matrix. They were mounted with the mother skeleton pretty much as found without attempting, however, to place them in theoretically exact position."

ADDITIONAL information contained in a communication to THE DIGEST from President O'Hara, to whom we are also indebted for the accompanying photographs, runs in part as follows:

"Oreodons lived in countless numbers in the White River country, and their well-preserved bones are displayed in many of the world's best museums. The family occupies a position somewhat intermediate between the ruminants (cud-chewing animals) and the suilline pachyderms (piglike, thick-skinned animals).

"The mother Oreodon to which reference is here made was about the size of a modern full-grown sheep. It had, however, little of the appearance of this animal. The skeleton, now on exhibition, is approximately eighteen inches in height and thirty-four inches in length, not including the tail. The length of the tail from base to tip is more than eighteen inches.

"The Badlands, in which this reminder of bygone days was found, have been the Mecca of paleontologists for more than three quarters of a century, and the discoveries made there have gone far toward unraveling some of the most perplexing problems in life's long race. The region, extending beyond South Dakota into northwestern Nebraska, northeastern Colorado, and southeastern Wyoming, has been for ages the dumping ground for the muds and sands of the Rocky Mountains and the Black Hills, during much of which time climatic and other conditions were favorable for life of many kinds.

"Millions of animals, much unlike those of to-day, yet closely connected with them, roamed the slopes and marshy meadows fringed here and there by luxuriant shrubbery and vigorous forest growth, and propagated their kind in much the same way as did the great herds of our Western prairies and the African wilds.

"Except for the character of the animals and plants, life in those millions of years ago was, in many ways, much as now.

"Of the herbivorous animals, some lived on such grasses as then prevailed, some on shrubs and roots, and some were browsers. Among the carnivores there were all gradations of fang and claw, and many a gnawed, tooth-marked bone testifies of ancient hunger and tragic scenes. Birds, tho present, and possibly in considerable numbers, have left little evidence of their existence, except that there have been collected many beautiful chalcedonized eggs of waterfowls.

"There were old animals and young animals and animals of middle age. Skulls and jaws show practically every stage of tooth development and often by carefully removing portions of the enclosing bone the incoming permanent teeth may be seen pushing up to replace the milk set.

"An occasional skeleton shows that the living creature was very young, even newly born, but never in all of the investigations has there been a find such as that of the mother Oreodon with the unborn twins.

"The South Dakota State School of Mines has had a collecting party in the Badlands during the last six field seasons. The results of this work have been most gratifying in that the institution now has a large collection, representative of this important life period, much of which has been prepared, mounted, and placed on public exhibition."

Tests for Decrepit Autos

EVERY State should have laws requiring a periodic inspection for all automobiles, and a certificate of their fitness before license plates are issued or renewed. This is the recommendation of a report presented to the National Conference on Highway Safety at a recent meeting. Says *Science News-Letter*, a Science Service publication (Washington):

"Stressing the need for a periodic health examination for cars, the report states that in the course of special investigations defective brakes were found in about one car out of four. Defective lights were found in from 13 to 25 per cent. of the cars. Steering gears, horns, windshield wipers, and other accessories which figure in driving safety, were found to be out of order in other cars.

"Since so many individuals will not keep their cars fit, the report recommends that every State should have an adequate highway patrol force whose members are trained to recognize the symptoms of mechanical defects."

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How Common Things Work—XXVII

Kitchen Equipment

A WELL-PLANNED KITCHEN means emancipation from slavery for those who use it, and also well-prepared food for the whole family.

How a modernized kitchen can be made an up-to-date, comfortable household workshop is described by George D. Beal in the first of a series of radio-talks on "Science in the Kitchen," given originally by the University of Pittsburgh, and later printed by the University in pamphlet form. Says Mr. Beal:

"Scientific research on kitchen design and equipment has brought many conveniences to the home manager. The advances in mechanization have been particularly remarkable.

"While the principal task in the kitchen is the preparation of food, it may need to serve as the dining-room, laundry, dairy work-room, or play-room for the children. We must limit ourselves here to the requirements of the average American family.

"The plan of a kitchen should be determined by its relation to the rest of the house. It should provide easy access to the dining-room and delivery entrance, as well as to the other parts of the house in common daily use.

"A kitchen must have enough room, but unnecessary floor space only adds to the number of daily steps. An oblong floor plan is in most houses more convenient than a square one. A kitchen nine by twelve feet will accommodate the needed equipment for a family of five just as well as a square kitchen with one hundred and fifty feet of floor space.

"The material for the floor is important. Some would treat the room as an industrial workshop, and use cement or tile.

"The requirements of good flooring material are that it shall not offer crevices for dirt or the eggs of vermin, that it shall not easily absorb water or grease, and that it shall not become slippery when wet. It must be easy to clean, and, above all, easy to stand or walk upon.

"Coverings of the linoleum type are therefore much favored for this purpose.

"The finish for walls and woodwork must be such as to provide little lodgment for dirt and no crevices for insects. It should also be light in color, but not glaringly so. If paper is used for the walls, it should have a varnished surface, easily washed.

"Paint is really the best finish for kitchen walls throughout. The paint, however, should have a flat finish. Oil paint with a high gloss will catch dirt more easily and retain it more tenaciously.

"A kitchen needs an abundance of light both by day and night. A central overhead light will furnish more even illumination than a series of wall fixtures.

"If for any reason an electric light is placed over a sink, under no circumstances should it be possible to touch the light or the switch while standing at the sink. Many serious and even fatal electrical shocks have been received through the circuits thus formed."

MANY convenient designs of sinks are now available, Mr. Beal tells us. Solid porcelain may be used, but a lighter and stronger sink is made of enameled iron. The enamel should be as resistant as possible, not only to mineral acids that may be used to remove iron stains, such as muriatic acid, but to the vegetable acids also, especially those of acid fruits. He goes on:

"The height of the sink is a matter not only of convenience but of comfort as well. From thirty to thirty-one inches from the floor to the bottom of the sink is usually considered a good average height.

"A woman departing much from the average height should have the sink raised or lowered accordingly in building or remodeling her kitchen. Tables should likewise be adjusted to the proper heights.

"The most convenient form of water-faucet is that combining the hot and cold water supplies into a single mixing faucet with a swinging spout, so that water of any desired temperature may be had at a touch of the hand. If the faucet is so arranged that a rubber hose with a spray tip can be slipt on, it will be found a great convenience in rinsing dishes.

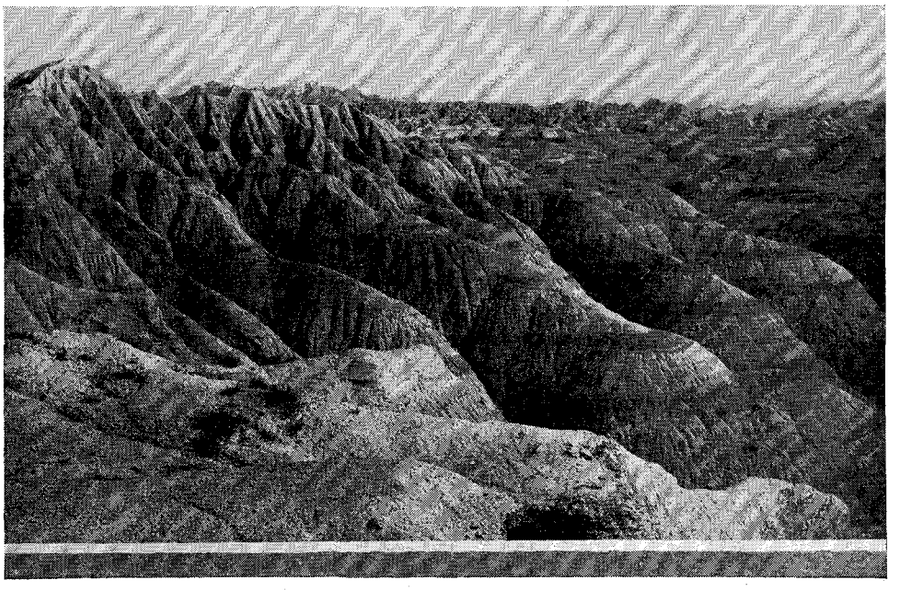
"Every sink should be provided with a receptacle for garbage. Very convenient pails are hinged beneath the sink, so that they may be swung out of the way when not in use.

"The ideal pail has an inner receptacle, perforated at the bottom, which permits liquids to drain from the solids. Naturally, the pail should have a closely fitting cover. The kitchen garbage receptacle should be emptied and washed after each meal. It should be lightly scoured at least twice a week.

"Empty the garbage into a paper sack, before placing it in the outdoor pail to await the weekly collection. The outdoor pail will then seldom require scrubbing, will be less malodorous, and will not attract flies.

"No kitchen is complete without a plentiful supply of hot water. If a storage tank for hot water is to be used, it should be well insulated, and the heater controlled by a thermostat placed in the base of the tank.

"If your water supply is very hard, it will be well to install a water softener, to provide softened water for laundry, kitchen, lavatory, and bathtub. The savings in soap, cleaning of fixtures, ease of washing clothing, and general comfort, more than compensate for the cost and the little attention required."



Where the Family Was Found: The South Dakota Badlands

We Eat More and More

ONE hundred and fifty pounds a year is our average increase in food consumption during a generation. We consume fewer cereals and more sugar, fruits, and milk products.

Chief Montgomery of the foodstuffs division of the U. S. Department of Commerce tells us this. There has been a notable decline in consumption of wheat flour, buckwheat, and rye flour, "but the most striking decline" has been in the use of corn-meal, comments *The Journal of Commerce* (Chicago):

"We can remember when supper was usually corn-meal mush and milk, with fried mush and molasses and butter for breakfast. That was when dinner arrived at noon, and was the big meal of the day. Along in 1900 per capita consumption of sugar was sixty-one pounds a year. Now it is around 105 pounds. Fats and oils have jumped from thirty-four to forty-four pounds. Dairy-products consumption has increased from 840 pounds to 1,040, and fresh fruits 169 to 192 pounds per capita. Meat consumption has been about the same for thirty years, ranging from 142 to 145 pounds a year, with sharp fluctuations up and down at times, perhaps caused by fluctuations in price."

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The Diesel—Slow but Sure

THE SLOW BUT CERTAIN FUTURE development of the Diesel engine for locomotion is predicted by a writer in *The Wall Street Journal* (New York).

This engine, which is an internal combustion motor like the familiar gasoline motor of the automobile, but unlike it operates by relatively slow combustion and not by explosion, has been increasing in use throughout the world, this writer tells us. He proceeds:

"Looking ahead to the future trend of the locomotive brings into consideration a new type which will be neither steam nor electric, but internal combustion—generally employing the Diesel engine.

"In 1927, eleven Diesel locomotives of 34,000 pounds average tractive power were ordered for use in the United States, while in 1929, 67 Diesel locomotives of 67,000 pounds average tractive power were ordered for domestic use, and 13 for export. Equipment men declare that this does not necessarily mean that the day of the Diesel locomotive has arrived, but that it does mean that a certain demand for Diesel locomotives is here, and that it will grow and expand as the locomotive is developed.

"Much mystery has existed in the minds of the general public, both in America and abroad, as to the development of the self-ignition oil engine. Most of the credit has been given to European sources because of the commanding position occupied by Dr. Diesel in its early development. As a matter of fact, however, America has taken a prominent part, but American and European development has taken place along radically different lines.

"Dr. Diesel's work in the 90's was along the line of high compression, air injection, and self-ignition; while the early American developments were along the lines of low compression and hot-bulb ignition, gradually developed until they evolved into a true self-ignition engine.

"Growth of the Diesel engine in various types of service in the United States and in other countries has been rapid. For instance, in the year ended June 30, 1919, there were constructed throughout the world 3,760,806 gross tons of shipping, of which 2,633,570 were equipped with reciprocating steam engines, 1,051,302 tons with steam turbines, and 75,934 tons with Diesel motors. Ten years later, there were built 1,737,000 gross tons, of which 784,000 tons were equipped with reciprocating steam engines, only 167,000 tons with steam turbines, and 786,000 tons with Diesel motors—a growth of about ten times for the Diesel motor, a reduction of about five-sixths for the steam turbine, and of over two-thirds for the reciprocating steam engine."

THE first Diesel locomotive, we are told, was produced in Switzerland in 1911. The first American Diesel was built in 1924. The largest American Diesel locomotive in actual railroad service is 900 horse-power, and the majority in use have but 300. This compares with 4,000 horse-power of the average main-line steam locomotive. The largest one ever built is the Canadian National's two-unit Diesel locomotive, each unit of 1,330 horse-power.

Safety Devices on Machine Tools

IF AN OPERATOR IS INJURED by a machine tool, through the lack of a possible safety device, is the owner liable for negligence?

Court decisions vary, reports Leslie Childs in *The American Machinist* (New York), but the tendency is to favor the workman. He writes:

"As a general proposition of law, machine shops and industrial employers are bound to furnish their employees with a reasonably safe place in which to work, and this includes tools and other appliances. In other words, if an employer knowingly furnishes an employee an improper or unsafe tool, and injury results, the employer will usually be held liable therefor.

"The question, however, of whether an employer is also bound to equip tools and appliances with modern safety devices for the protection of the employee is 'a horse of a different color.' The court decisions on this point are not uniform. But, by the seeming weight of authority, the failure of an employer to equip his tools with safety devices will raise a question of fact as to his negligence.

"To put it another way, if an employee suffers injury through the failure of his employer to equip a tool with a safety device, the question of whether the employer has been negligent will depend on the facts of each case.

"In one case of this kind, the jury found that the defendant had been negligent, and gave judgment to the plaintiff for more than $12,000. The defendant appealed from this decision, and the higher court affirmed the judgment.

"Obviously, the foregoing case is one of force and value on the subject involved, but, being decided on its facts, it does not purport to announce any hard-and-fast rule that would apply in all situations. It constitutes, nevertheless, a striking example of circumstances under which one employer was held negligent for not equipping a tool with a safety device."

Why Drugs Drug Us

KNOCKING A MAN ON THE HEAD and "knocking him out" with a stiff dose of whisky do just the same thing to his nerve cells.

They are stiffened and whitened like a boiled egg.

In this state they don't work, and the victim loses consciousness.

This discovery, made recently in the laboratories of Cornell University, was announced there recently, and is thus reported in a dispatch from Ithaca to the New York *Herald Tribune*. Says its correspondent:

"The reason why anesthetics cause unconsciousness was announced recently at Cornell University. They cause nerve cells to become thick and white, like tiny hard-boiled eggs. Oblivion accompanies this change, and consciousness does not return until the cells resume their normal state.

"A knockout blow on the head or narcotics or intoxication all produce similar cell changes. Thus the 'kick' in a drink is actually in effect like a physical blow. 'Boiled,' 'stewed' and 'stiff' applied to drug and drink effects are more than slang; they are the simple truth about changes invisible to the eye."

THE discoveries link together physical states formerly considered quite distinct, and open a new field for developing drug uses. They were reported to the eighth colloid symposium by Dr. G. H. Richter, national research fellow at Cornell. Colloids are substances made of drops, bubbles, grains, filaments, or films. The cells of the human body are composed largely of colloids. Says Dr. Richter:

"Research just completed indicates the basic phenomenon back of all known types of narcosis or anesthesia.

"This is reversible coagulation of the cell colloids. This means precipitation of the material, such as is produced in eggs when they are cooked.

"The phenomenon differs from the coagulation of eggs in that it will return to its original state when the narcotic agent is removed.

"While the earlier periods of civilization did not possess the great number of narcotics known to-day, they did develop one that had the outstanding advantage of universal distribution and cheapness. This method was to strike the patient with a hammer or some other object.

"Modern practise produces narcosis by a different method, altho the result is quite the same. But remarkably little is known concerning the actual cause of the phenomena.

"When the organism is heated, cooled, shocked by electricity, treated with alcohol, chloroform or ether, the changes are identical, namely, coagulation. This shows that the cause of the loss of sensibility due to heat, coldness, electricity, and drugs is one and the same phenomenon. Whenever the coagulation is too extensive or irreversible, death results.

"One thing hindering the development of new drugs has been lack of understanding of the mechanism by which they act.

"The work has led to an entirely new concept of stimulation and stimulating drugs. The division of drugs into narcotizing and stimulating groups gives the impression that differences are distinct.

"This is not the case.

"A narcotic and a stimulant are the same thing chemically. The difference arises through the changing colloidal behavior of the drug at different concentrations.

"The effect of blows was studied by jarring the nerve cells, which caused them to whiten and thicken."

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Of course THE BOARDWALK is trimmed with soda fountains for *the pause that refreshes*

THE PICTURE shows that this famous playground is a place to walk. Everybody walks. Because you never need walk longer nor farther than you like. All along the way a thousand diversions invite you to pause and be amused. And, of course, such a place is trimmed with soda fountains and refreshment stands where ice-cold Coca-Cola offers *the pause that refreshes* . . . Happily, Coca-Cola signals this same pause clear across the country. Its quick, wholesome refreshment helps you to make play while the sun shines—to keep going places and doing things.

THE BEST SERVED DRINK IN THE WORLD

A pure drink of natural flavors served ice-cold in its own glass and in its own bottle: The crystal-thin Coca-Cola glass that represents the best in soda fountain service. The distinctive Coca-Cola bottle you can always identify; it is sterilized, filled and sealed air-tight without the touch of human hands, insuring purity and wholesomeness. The Coca-Cola Company, Atlanta, Ga.

LISTEN IN—Grantland Rice—Famous Sports Champions—Coca-Cola Orchestra—Wed. 10:30 to 11 p. m.—Eastern Daylight Saving Time—Coast to Coast NBC Network

An artist interprets Atlantic City's Boardwalk. Sea air, sunshine and a refreshing pause for ice-cold Coca-Cola keep everybody in a holiday mood.

9 MILLION A DAY

DRINK Coca-Cola

It had to be good to get where it is

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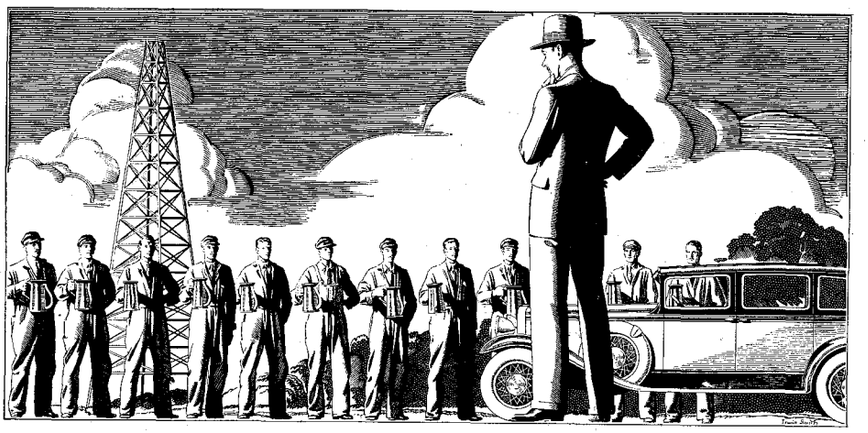
No wonder motorists are puzzled!

A dozen oils of widely different quality can come from the same crude



When we ask motorists about their oil, some complain about too much carbon, some complain about excessive oil consumption, some say, "The engine is loosening up."

Those who complain are generally puzzled. They try to buy oil made from good crudes. Why, then, shouldn't they get good oil?

A motorist faced an oil chemist with this question: "Does the crude in itself *ever* actually *control* the quality of a lubricating oil?"

"No," he said, "of course not—the *control* comes from the manufacturing processes. To get the right proportion of the essential properties of an efficient lubricating oil, you have to process any crude by very careful scientific methods—very complicated methods. The manufacturing *always* changes the proportion of these properties as they appeared in the crude—often changes the properties themselves."

Then he made a statement which will surprise most motorists: "You can make a dozen oils of widely different quality from the very same crude."

WHY MOBILOIL IS A FULL-DUTY OIL

These are the essential properties of a full-duty oil. In Mobiloil, you get them *all*.

Carbon Control—keeps down carbon in your cylinders.

Heat Resistance—makes your oil last longer.

Oily Character—protects moving parts from wear and keeps the first-year feel in your engine.

Oxidation Control—prevents gumming and sticking of exhaust valves, and clogging of oiling system.

If any one of these properties is missing or wrongly proportioned in the oil you buy, that oil is a deficient oil and you pay for it in excessive engine wear, excessive oil consumption, excessive carbon, or in sluggish performance.

Each grade of Mobiloil is a proportioned oil—*correctly* proportioned for a particular type of engine. Automotive engineers readily agree that the makers of Mobiloil know more about automobile engines than any other lubrication group in the world. And the process which made possible the manufacture of modern lubricating oils from mineral crudes was originated and perfected by the Vacuum Oil Company.

Both your engine and your pocket-book will be safe with Mobiloil.

VACUUM OIL COMPANY

Makers of high-quality lubricants for all types of machinery

LOOK FOR THIS SIGN

Mobiloil

Your Mobiloil dealer cordially invites you to hear the famous Mobiloil Concerts each Wednesday evening . . . WEAF and 29 associated N. B. C. Stations.

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How the "R-100" is Realizing Britain's Dreams

OLD MAN WEATHER finally had his say.

It had really grown monotonous, that long succession of messages reporting steady, placid progress. Then came the flash that might be the warning of disaster.

As the great air liner approached Quebec after a successful crossing of the Atlantic, storm clouds gathered, winds rose, and "occasional showers slashed across the darkening sky," W. W. Chaplin, an Associated Press correspondent, reports from St. Hubert Airport, near Montreal, Canada.

In the storm the fabric of one tail fin gave way, crippling the *R-100*, Great Britain's majestic new dirigible, on its maiden sea flight, much as the *Graf Zeppelin* was damaged over mid-ocean during her first crossing.

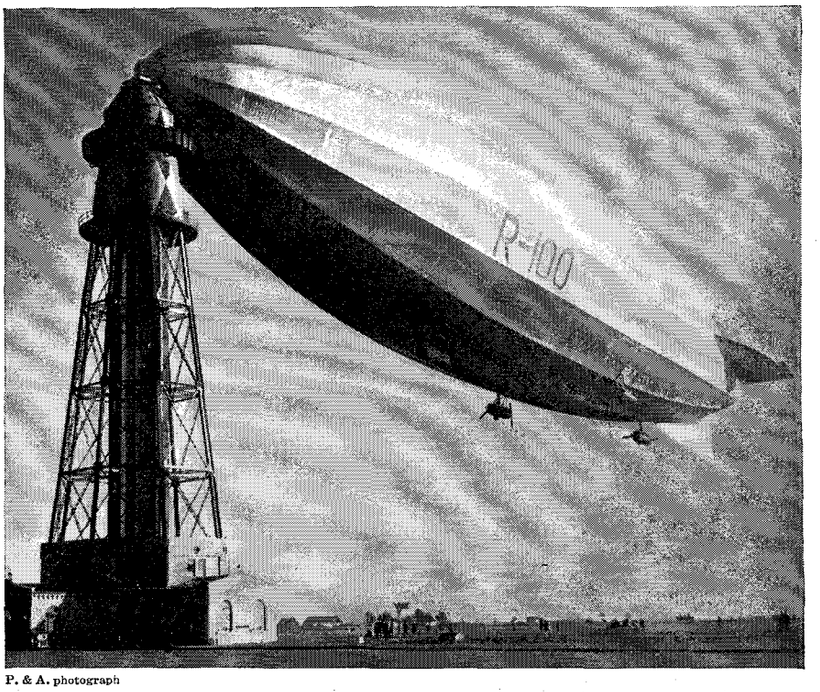
Aerial sailors worked frantically to repair the damage, but even when this had been done, the elements still exerted themselves to hamper and spoil a well-nigh perfect flight. Rain "drove across the darkness," Mr. Chaplin continues, "lightning flashed along the sky, and the ship felt its way through bumpy air that must have shaken it sorely."

But the gallant airship, one of the world's largest dirigibles, and bigger in capacity than the *Graf*, and her gallant crew, commanded by Squadron Leader R. S. Booth, surmounted the danger and difficulties, just as they had risen superior to a series of mishaps to the ship during her construction and trial flights.

Finally, "in the silvery dawn of a summer's morning, she glided over St. Hubert Airport, one of the four dirigibles in the world to complete an epochal chapter in the history of aeronautics," as Frederick Edwards writes in the New York *Evening Post*.

Only three other dirigibles have preceded the *R-100* in crossing the Atlantic—Britain's *R-34*, America's *Los Angeles*, and Germany's *Graf Zeppelin*. And the *R-100* made the best time of all, 78 hours and 51 minutes, Gilbert Draper tells us in a United Press dispatch.

Canada was wild with joy at the long-promised and often-deferred visit of the airmen from the mother country. Quebec was the first large city to see the *R-100*, and there was, says a dispatch to the New York *Herald Tribune*, "a thunderous welcome. Thousands lined the ramparts of the old fortress as the ship moved slowly in the light of the setting sun over the St. Lawrence. Hundreds of automobile horns on the heights of Quebec joined the roar of steamboat whistles, and thousands of persons waved in greeting."



P. & A. photograph

A Job Well Done; The "R-100" at Her Montreal Mooring Mast

THE dirigible came along the St. Lawrence in the path of the early explorers, as we are reminded by this editorial of welcome in the Montreal *Gazette:*

History was made in the flight of this queen of the air. Up the broad river, over which sailed the *R-100*, came the early French explorers, Cartier, Champlain, and the Sieur De Maisonneuve, founder of Montreal. Up and down this river went the red man on his missions of war and peace, and along its shores settled the hardy colonists who laid the foundations of the Canadian nation. Yesterday [July 31] came the greatest ship of the air, marking a new advance in a new field of transportation, pioneer of an air route, as the little ships of the French adventurers were pioneers of the water route to the Canadian interior.

The *R-100* has achieved the purpose for which she was built. She has demonstrated the feasibility of transport by dirigible, constructed upon original plans and upon an unprecedented scale, between Great Britain and the Canadian metropolis.

Designed and built upon experimental lines, the *R-100* suffered a succession of minor mishaps in her trials in England.

It was imperative that the weaknesses disclosed in these trials should be overcome, and that every known risk should be eliminated prior to the flight across the Atlantic. All that science and skill could do was done, and the great vessel started upon her voyage under what were considered most favorable auspices. Her trip was a triumphant success, and the completion of a new chapter in the story of air travel.

ENGLAND, too, was joyful, as this digest of British journalistic opinion, compiled in London by the Associated Press, shows:

The newspapers recall that the British dirigible *R-34* made history eleven years ago by the first airship crossing of the Atlantic, but at the same time admits that perfection had not yet been reached in this branch of aerial travel. The damage to the fabric which delayed the landing at Montreal is regarded as unfortunate.

The Telegraph asserts that the *R-100* and *R-101* are the swiftest and strongest airships in existence, altho far from finality. *The Mail* says the flight was a remarkable performance, adding that Great Britain leads the world not only in aircraft designs, but in the skill and courage of its airmen.

While calling the achievement unexpectedly good and tending to prove the reliability of airship travel, *The News-Chronicle* says that the anxiety regarding aerial trips over the ocean still exists. *The Express* contends that the flight should prove of lasting value in showing Canadians that the British at home are still capable of energetic and creative action.

None of the commentators recalled the critical comments of a year ago—that both the *R-100* and *R-101* were too slow and lacked sufficient lift to be of commercial value, and that the designer himself, Sir C. Dennistoun Burney, was one of the severest critics.

AS the *R-100*, having battled her way through the storms, drew near to Montreal, her goal, airplanes went out to meet the royal visitor. The experience is described by J. Fergus Grant, a staff correspondent of the Montreal *Gazette*, in an article published in the New York *Times*. We read:

Crippled, the beautiful *R-100* loses nothing of her true majesty as a result of the accident sustained this afternoon [July 31]. With a strip of fabric torn from the under side of her port fin, and with only four of her six motors in operation, the huge air

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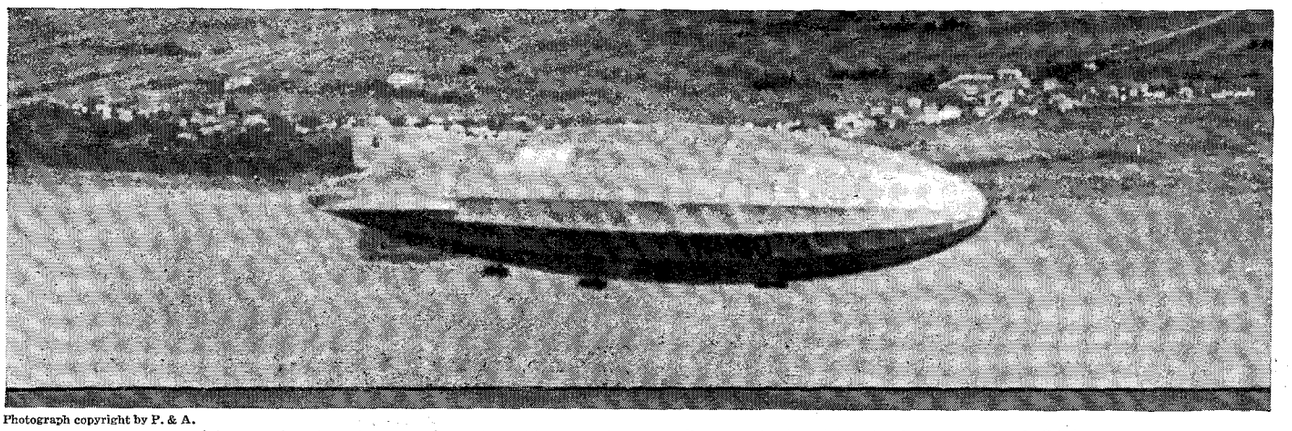

Photograph copyright by P. & A.

Along the St. Lawrence She Comes in the Path of the Hardy Pioneers of Old

liner was seen at 6 o'clock this evening to be sailing as slowly and surely up the St. Lawrence as any ocean liner in the waters beneath.

The casualty, reported cryptically about 5 o'clock at St. Hubert, can not be considered as of a very serious nature, but sufficient to mar the complete success of her first venture across the Atlantic and to delay tying up at her mooring-mast at St. Hubert. The lower face of her port fin shows a tear extending some twenty feet along the surface and a long strip of fabric flaps in the breeze.

The rip is difficult to discern from a distance and was seen by observers in this plane only after flying alongside both port and starboard quarters and several times around the stern. No attempt was made to close in on the airship for fear of causing concern to her commander. Otherwise the fault would have been seen sooner. Furthermore, when it is considered that the whole fin is 125 feet long, a mere twenty feet is not easily noted.

At the time of meeting, the *R-100* was off the eastern end of the Island of Orleans, 200 miles from Montreal, the writer tells us as he proceeds:

She appeared to be making about forty miles an hour through the air, but a head wind reduced this to about twenty over the ground.

It is a peculiar coincidence that both the *R-100* and *Graf Zeppelin* should have been crippled in the same way toward the end of their maiden trips across the Atlantic. The German ship limped into Lakehurst in a similar condition, tho her damage was more serious and was repaired en route by the son of Dr. Hugo Eckener, builder and commander of the ship.

The *R-100* was flying at an altitude of 1,000 feet, altho this figure varied both ways by 100 feet during the ten minutes in which this plane stayed in her vicinity, the nose going down and then up as she progressed.

She presented a lovely picture in the bright sunshine of evening as the rays of light caused her silver hull to scintillate. It was difficult to realize that this was the ship whose movements were being followed by millions in every corner of the world.

She is a newcomer to the St. Lawrence route and considerably larger than any craft ever before seen in the vicinity of its waters. The airship is huge, but her bulk would almost fit inside the hull of the 42,500-ton new steamship *Empress of Britain*, launched in the Clyde last June for the Canadian Pacific Steamship Company, which will start her maiden trip to Quebec next June.

She seemed sure, safe, and a product of which any designer might feel immensely proud. Not even the *Graf Zeppelin* can compare with her in appearance.

The arrival over St. Hubert Airport came during the night, and because of darkness no effort was made to moor the *R-100* to the wonderful mast provided until morning. In the darkness the ship circled the field and flew back and forth between the airport and the city. But, at last, came the sun and time to make the dirigible fast in port. Mr. Draper in his United Press dispatch describes the process thus:

Soon after 5 A. M. the *R-100* made its last circle of the field, approached the mast and dropt slender cables to the ground. As the six motors slowed down, water ballast was dumped from the forepart of the ship, and a small ground crew of soldiers spliced the dirigible's cables to one larger one dangling from the steel mooring arm at the top of the mast.

Powerful motors at the base of the mast pulled in the cable, drawing the ship, its motors idling, closer to the mast.

When the big envelop was within about 250 feet of the top of the mast two other cables were let down from the bow and the stern, and the ground crews seized them to hold the ship steady as the mechanism in the tower drew it closer to the universal coupling joint.

T. Hobbs, assistant coxswain of the *R-100*, was the first member of the dirigible's crew to speak directly to any one on this side of the ocean. He was in the nose of the ship assisting in mooring, and as the *R-100* came within hailing distance of the men on the mast he called "Hello."

At 5:36 o'clock the dirigible's tip snapt into the receptacle on the mast, the telescopic mooring arm was drawn in and the ship was left with just enough room between it and the mast to swing freely in the wind.

While several heavy iron wheels were being fastened to a cable at the *R-100's* stern to serve as anchors and let the ship revolve evenly about the mast, mechanics aboard stuck their heads through the aircraft's windows and chatted with members of the ground crew.

Customs officials and medical examiners were the first to go aboard. They made an examination of the ship as of any incoming ocean liner before the seven passengers and thirty-seven members of the crew were allowed to land.

With the modesty characteristic of most men of real achievement, the officers on board the *R-100* were brief in their descriptions of the flight and inclined to minimize its dramatic moments, discussing rather its technical features. Mr. Edwards, in the New York *Evening Post*, records these interviews:

The officers who discust the flight with newspaper men included Wing Commander P. B. Colmore, director of airship development; Major G. H. Scott, assistant director of airship development; Squadron Leader R. S. Booth, captain of the ship, and among the passengers, Sir C. Dennistoun Burney, designer of the *R-100*.

Sir C. Dennistoun Burney, when asked concerning the commercial possibilities of such a flight which he had just finished, said:

"It will require an airship double the size of the *R-100* with an average speed of eighty-five miles per hour before we can realize the full possibilities of lighter-than-air ships."

He also commented on the bad weather which the ship encountered last night.

"Were it not for this unfavorable factor," he said, "plus the injury to the fin, the *R-100* would have been moored to the St. Hubert tower before 6 o'clock last night."

"The damage to the fin of the *R-100* is only to the fabric, and while a satisfactory job of repairing it has already been done, there will be no difficulty met with in finishing the patching," commented Wing Commander Colmore when questioned concerning this point within a few minutes after he had left the ship. This had been a matter of anxiety to airport officials throughout the night prior to the mooring.

Wing Commander Colmore also said that the damage was similar to the accident which befell the *Graf Zeppelin*. The program of short trips arranged for the *R-100* would not be affected. Among his other comments were that the trip was a good test flight, and was considered eminently successful.

It was brought out in the interview that the total mileage covered on this voyage from Cardington to Montreal, following the north circle route, was 3,364 miles.

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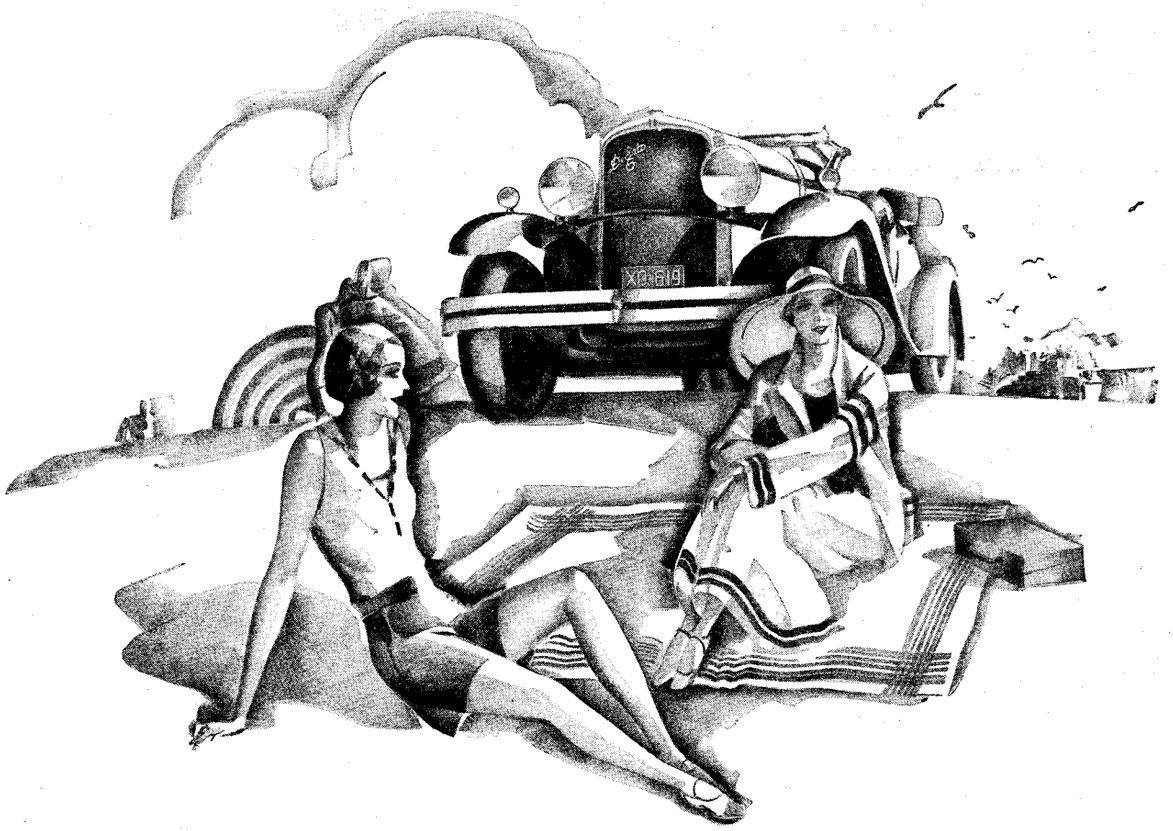

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Is the Plane 'Chute Aviation's Next Step?

THOUSANDS OF FEET IN THE AIR disaster overtakes the great passenger plane, speeding toward its goal with its precious cargo of human freight.

Motor failure!

Must the plane and its occupants be dashed to death on the earth below?

Or must the passengers, novices in such matters, make the terrifying plunge in individual parachutes?

Not at all!

Until the situation is well under control, the passengers are blissfully unaware that it exists. The pilot is a quick-witted, resourceful fellow, blest with the power to remain calm in an emergency.

In a split second, almost before the plane has had a chance to start falling, he has pulled certain levers. From the space in which it is packed slips a cloth contraption which is filled by the wind and quickly reveals itself as—

A huge parachute, large enough to carry plane and passengers safely to earth, just as smaller parachutes to-day are saving individual aviators.

Buoyed up by the great "umbrella," the plane floats down to a safe landing, and the passengers step out, unhurt and, we hope, unworried.

To this effect Charles J. V. Murphy, a well-known reporter of aviation news, prophesies in his recent book, "Parachute" (Putnam), a history of that invaluable safety device and a forecast of its future.

"Far-fetched?" asks Mr. Murphy.

"Not necessarily," he answers himself. "Keen-minded, competent, and conservative engineers are already working toward this end."

And he proceeds to tell us of some exciting experiments, successful and unsuccessful, made by the men who are working on the problem of the parachute big enough, strong enough, and steady enough to bring down a whole plane with its occupants in safety. We read of James M. Russell, a pioneer in this field, and of his mentor, Major Hoffman:

International Newsreel photograph

Coming Down Easy

It was inevitable that when the newly evolved free-type 'chute began to carry down its human freight with comforting regularity, the men at McCook who had made it do that much should look for new worlds for it to conquer.

Major Hoffman initiated the first move. He attacked the problem step by step. Could not the parachute be of assistance to the pilot forced to jam a high-speed plane into a corner lot? That has always been one of the big dangers of flying. Most airplanes land at a speed of fifty miles an hour, and if the pilot lacks plenty of smooth, cleared ground for elbow room, there is generally lots of trouble.

Why not use a 'chute to slow down the last few feet of descent and choke off the dangerous horizontal run?

Under Major Hoffman's directions, the engineers mounted a twenty-foot canopy in the center section of a "Jenny," made its shroud lines fast and persuaded one of the more carefree pilots to give it a try. He was willing. He circled the field several times, and then dropt into a long, graceful dive. Ten feet above the ground, he released the 'chute, which stood up in the slipstream of the propeller like a jack-rabbit's ear.

There was no doubt about the 'chute's ability to slow down the descent and reduce the horizontal run. The shattered tail skid and a badly chewed up fuselage were mute witnesses to the fact that it reduced these time and distance elements to zero.

It happened so suddenly that the pilot, arising uninjured from the wreckage, had in his face all the aggrieved hurt and the shaken faith of a man whose best friend had just presented him with an explosive cigar. Soon—very soon—the pilot went away from there, leaving the parachute engineers to connive at still more hellish contraptions.

BUT, in spite of the not wholly satisfactory conclusion of this first test, the experimenters were not discouraged. No, indeed. They immediately put their minds to work devising ways and means of improving the plane 'chute. Soon they had an idea, which the author of "Parachute" outlines for us, together with what came of it. Continuing:

On the next try, they mounted the parachute in a thickly constructed rudder, using a stout cable, which was fastened on one end to the inverted peak of the shroud lines, as the support column. The other end of this cable was made fast to the center-section fittings. Mike Eversole, one of the flying hellions of McCook, was willing to pilot the craft, and Russell agreed to release the 'chute. A lever was installed in the rear cockpit for this purpose.

Mike whipt the ship into a steep dive, and thirty feet above the ground leveled off. The air-speed indicator's trembling needle palpitated over ninety m.p.h.'s. Mike shot up his hand—a prearranged signal—and Russell jammed the lever forward. To say the least, a concrete wall could not have stopt them more thoroughly.

When Russell pushed the lever, releasing the 'chute in the rudder section, the canopy bustled into slipstream with awful quickness and went to work. There came the first trembling shock when it first hit the air. There came a second—and body-wracking shock—when it reared upon and pitted its resistance against the momentum of the machine. And there came a third—and destructive—shock when the undercarriage melted into the ground.

Mike had cut the switch. The 'chute, opening perpendicularly to the line of flight, had first set up a diametrically opposed drag. As its resistance toughened—all this was the matter of a split second—and took hold, the nose of the ship pitched upward, and the 'chute moved directly over the center section where it was pivoted. The parachute was now in full command.

Its forward thrust choked off, the plane pendulumed violently for a moment, on a steadily decreasing arc. But the slow vertical descent carried it down to earth before the oscillation ceased. The plane pitched to earth rather violently, and what had been a stanch undercarriage became matchwood.

"SO that is what happens," Russell said, according to the writer, "when the celebrated irresistible force meets the equally celebrated immovable body." But was he downhearted and discouraged by this second disappointment? Not a bit! He was quite nonchalant. Mr. Murphy describes his course thus:

He dabbed a bit of adhesive plaster over a gash on his cheek, where it had made abrupt contact with the instrument board, and retired to the operations office, there to confer with Major Hoffman about such cosmic significances as the need of more plasticity in parachutes, at least for this kind of work. It was decided that, for the moment, these experiments were a little bit too close to earth.

They next dragooned the fuselage of an SE-5, a single-seater fighter, stowed a parachute aft, and carted the wingless ship in a Martin bomber, on the lower right wing of which it was anchored, to 3,000 feet. At that altitude, two of the parachute engineers pitched it overboard, ripping out the 'chute with an

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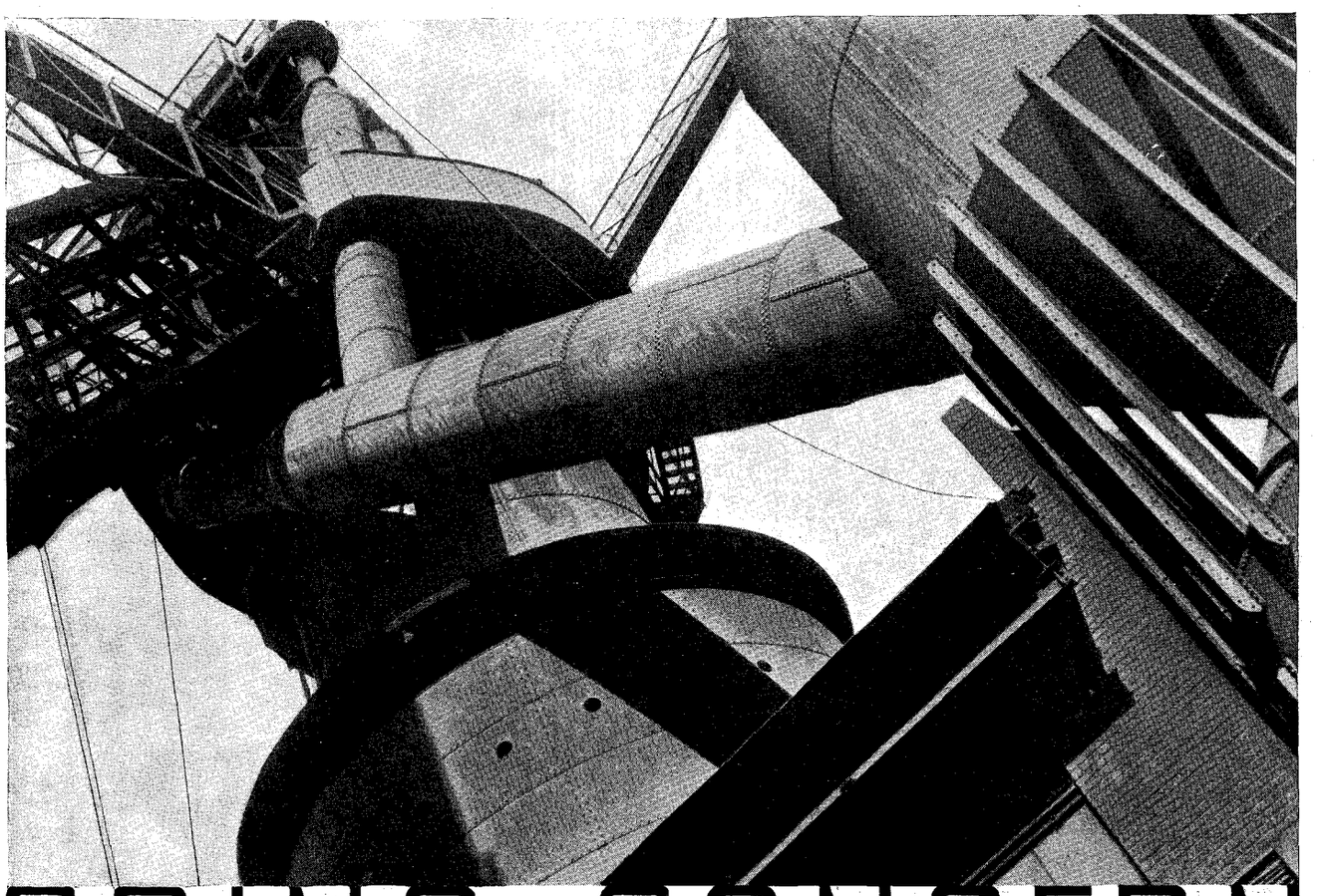

GOING CONCERN

THE LAST MACHINE was in place, adjusted, and the power turned on. Workmen were at their posts. A steady busy humming arose throughout the great new wing of this prosperous factory. "Now I can fill the orders that have been piling up," said the manufacturer.

For this far-seeing manufacturer had built two structures. One was this giant building of steel and concrete, equipped with the latest labor-saving machines. But first, and far more important, was an invisible structure—though no less tangible—an edifice of public knowledge and good-will.

He had advertised to the farthest extent of his market, telling the public of his product and the spirit of service which inspired it. He had made his name an advertised name, standing for merit and dependability in the minds of thousands of consumers. He had organized an alert sales force to work in liaison through wholesalers and dealers between this army of consumers and his factory.

Then when the new addition to his factory was completed, he was assured of power more potent in its operation than steam or electricity —the power of demand . . . created by an honest purpose to make a superior product, stimulated by the vital modern force of advertising.

Fortunate is the factory which has such a complement of demand-producing power. As long as its product is worthy of its place and as long as this outside structure is renewed with consistent advertising, that factory will be in a favored position. It will have every advantage which business foresight can give.

To today's manufacturer, advertising is not simply a herald to introduce new wares, or a weapon to be flung into the breach of sales quotas, but an integral, structural part of his business with as definite a function as the physical power which drives his machines.

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anchored attachment. The fuselage came down very nicely, landing with scarcely a jar.

Bit by bit, then, Major Hoffman and his aids carried on. Progress was slow. The first outstanding success did not come until the fall of 1927, when Russell, cooperating with Harry B. Doucette, chief aviation machinist's mate at the San Diego Naval Air Service Station, successfully lowered a "Jenny" from 3,000 feet. The test was made at Englewood, near Los Angeles, California, and R. Carl Oelze, who was attached to the San Francisco Naval Air Station, piloted the craft. A fifty-foot valve parachute was used. This type was the last parachute Russell had designed for the Army.

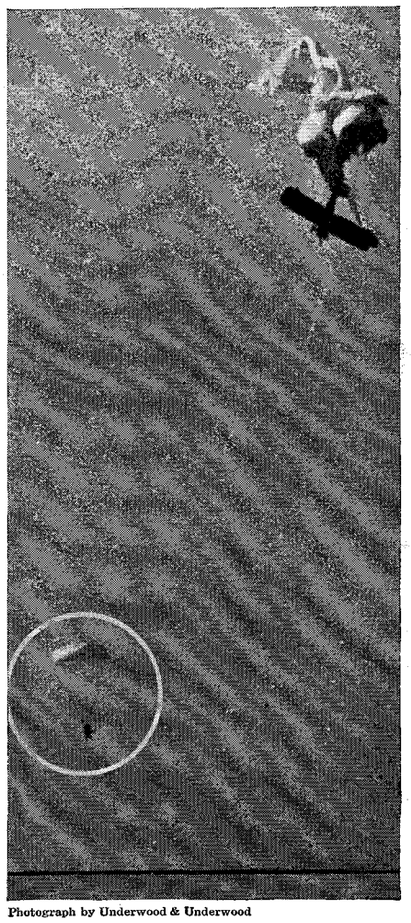
Now in this test Russell devised a novel and highly satisfactory method of packing the parachute. In the undersection of the fuselage, aft, he built a compartment two feet square. There he packed the 'chute. The supporting cables ran out and over the rudder, and were anchored at the center of gravity, approximately two-thirds of the distance aft of the entering edge of the top wing. A trip, operated from the cockpit, ejaculated the 'chute from its compartment into the air-stream.

With a parachute strapped upon his back as a last resort in case of failure, Oelze took the ship aloft. There was quite a good-sized crowd on the field, many of them pilots who apathetically expected the worst, with the quiet fatalism of their trade.

Reaching 3,000 feet Oelze circled the field, shooed the darting photographic planes away lest he crash into them, and then, cutting out the motor, eased his ship into a falling leaf. As the plane fell erratically through space, skidding and spinning, he released the parachute. Those watching below saw the canopy pop out from its compartment in the tail, stream out behind, and swing a second later directly above the cockpit.

The crazy plunging slackened and then ceased entirely. With the inflated 'chute holding firmly above it, the "Jenny" came down with gentle steadiness, drifting only slightly. Within two minutes it sagged to the ground. The undercarriage, which had not been braced for the vertical shock, collapsed, and a wing strut buckled. Otherwise there was no material damage.

"From start to finish it was a very pleasant experience," Oelze reported. "No difficulty was experienced in releasing the 'chute, nor was the minor oscillation of the 'chute particularly evident. Hitting the earth was quite like making a pancake landing."



Photograph by Underwood & Underwood

The Flight That Failed

One of two wing 'chutes refused to open. The pilot, who resorted to his personal safety equipment, is shown in the circle.

UNFORTUNATELY, however, all experiments with the plane 'chute have not been so successful, even, as those already described. One pilot, whose story is not told in Mr. Murphy's chapter on this subject, had a narrow escape from death. His purpose was to bring a plane down from more than 5,000 feet with two parachutes, one for each wing. But when he tried to bring them into play one failed to open and wrapt itself around the plane, sending it into a tailspin. The luckless pilot was forced to resort to his personal 'chute, and thus came to earth, with his ship plunging after him, uncomfortably near. But, turning from this near-tragedy, we come to Mr. Murphy's story of a much more successful example of Mr. Russell's trials:

Captain Roscoe Turner was Russell's colleague in this effort. The ship they used was a Thunder Bird, weighing 2,600 pounds, 500 pounds more than the "Jenny." Again, the valve 'chute was employed, this time a special silk canopy.

Five thousand feet up, Captain Turner guided his ship into a spin. The moment the fuselage began to rotate, he cut the switches and yanked the lever operating the 'chute. It went to work at once and halted the fall within a period of three seconds. During the rest of the descent, the Thunder Bird coasted sedately at a speed of fifteen feet a second.

Aviation Gets Its Own West Point

FLYING FLAGS SNAPT IN THE BREEZE. Underneath a cloudless blue sky 10,000 Texans cheered a dream come true.

Overhead, 250 Army airplanes circled in review as a sort of aerial baptism, we learn from an Associated Press dispatch from San Antonio.

Randolph Field, near "San Antone," the "West Point of the air," was thus dedicated and became, altho still in process of construction, a fact.

The 2,300 acres of the field, graded, leveled, and full of tractors and plows, may not yet look much like an aviation center, Ernest T. Pyle admits in a copyrighted article syndicated by Newspaper Enterprise Association. But this spot on the Texas prairies, he predicts, "will doubtless acquire the same dignity and romance of tradition that now surround West Point."

Two years ago, Randolph Field was nothing more than 2,300 acres of mesquite and wooded land with a few dirt roads running through it and a few houses and barns on it, Mr. Pyle tells us in his descriptive article.

Two years from now, he forecasts as we read further in his account:

It will be a green, sod-covered flying-field, two and a half miles across in every direction, with a Spanish city of 5,000 population in the middle, probably the most perfectly planned city in the world.

There every man who is to be an aviator in Uncle Sam's Army will go to school. There students will live and fly under ideal conditions. Their "campus" will be a green mirage on a Texas prairie, as beautiful in its way as West Point is to the regular line officer.

The students will build into it their own traditions. When they come out, the will be "Randolph Men." Every cadet who wins the much-sought appointment to the Army Air Corps will go to Randolph.

As soon as the first unit of the field is ready, probably a year from now, the primary training school at March Field, Riverside, California, will be moved in.

When the next section is ready, the primary school at Brooks Field, on the other side of San Antonio, will go over.

Eventually the advanced training school now at Kelly Field may be moved in.

The Army has been thinking about a Utopian flying-school for a long time. It has drawn plans, figured figures, dreamed dreams for years. Then a few years ago the city of San Antonio bought 2,300 acres of land, and sold it to the Government for $1. That was how Randolph Field started.

Work began early in 1929. The job was turned over to the Quartermaster Corps. Col. Arthur W. Parker was placed in charge of building the field. The first task was clearing and grubbing. Houses and fences were torn down. One hundred and eighty acres of timberland were cleared.

The Quartermaster Corps bought plows, and tractors, and graders. The high spots were dragged down, the low spots filled. Every bit of the land was plowed once. Some of it was plowed, harrowed, and rolled as many as three times. It had to be perfectly level.

RANDOLPH FIELD is an innovation in airport building, says Mr. Pyle, continuing:

Since the inception of flight, airports have been built with the landing area in the center, and all the hangars and other buildings around the edges. The Army thinks that that idea, especially in a big field, is wrong. So Randolph Field's hangars,

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SAFETY GLASS is so vital a contribution to motoring safety that it will inevitably become standard equipment, in every window, door and windshield, of every motor car everywhere. Already great strides have been taken in this direction, as evidenced by the manufacturers' demand for Libbey·Owens·Ford Safety Glass.

Close to a dozen well known cars now carry Safety Glass throughout as standard equipment. Others carry it in their windshields. And it is available in *every* car as optional equipment at a moderate extra cost.

This movement toward Safety Glass—so welcome to those who ride and drive in motor cars and so genuinely appreciated by them—will not stop until every motorist everywhere has the priceless protection which only Safety Glass provides.

Libbey·Owens·Ford Safety Glass is the perfected product of one of the foremost manufacturers of quality glass for automobiles. It is made up of two sheets of high quality glass, with a sheet of transparent clear-vision plastic bonded between them. It will not release dangerous, sharp particles, pointed slivers, and jagged pieces to shoot through the air as the result of an impact. It is tough and tenacious. It is safe and it saves.

THE EDGE TEST

Examine the top edge of your car window. If it is Safety Glass *you can see and feel the two individual sheets of glass*

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It tells what Libbey·Owens·Ford Safety Glass is and why it is *safe* for motoring

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barracks, and other buildings are in the center, and the landing area runs clear around the outside.

The field is octagonal in shape, and two and a half miles across in every direction. The "city" in the middle is a mile square. There is only one entrance, a double roadway leading in from the north. The rest of the field is clear and unobstructed.

This little "flying city" itself will eventually have a population of 5,000 persons. It will be a complete city within itself. It will have to go to San Antonio for only one thing—electric current. And even then it has an auxiliary plant of its own, in case San Antonio fails.

There will be nothing of conventional military design about this city. Officers' homes will not be uniform buildings, as at other posts; each will be of a different size, shape, and architecture. The only uniformity is that all will be of Spanish design. The entire city will be Spanish. Architects even went to study the old Spanish missions in Texas for ideas.

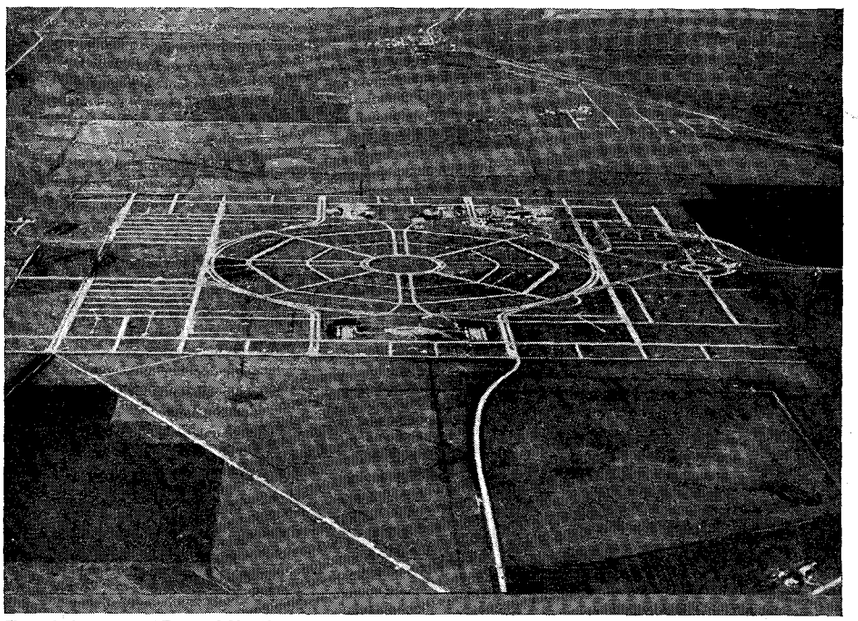

Illustration by courtesy of *Everyweek Magazine*

A Birdman's Eye View of Randolph Field

In the center of the city will be a large circular drive. From this will extend barracks in three directions—soldiers' barracks on east and west, cadet barracks on the south.

Just as the cities of old were protected from the outside world by a great wall, Randolph City will be walled in on three sides by airplane hangars. They will line the east, south, and west edges of the city—twenty-six of them. They will face outward, and in front of them will be a continuous concrete apron 150 feet wide. Beyond that, the immense flying-field.

In this city will be a hospital, school for the children, a chapel, a theater seating 1,150 persons, a community center, a $60,000 gymnasium, thirty-six tennis-courts, seven swimming pools, a club-house.

There will not be a speck of dust in the city. Every inch that is not taken up by roadways will be sodded. Native trees and shrubbery will line the streets and dot the yards. A nursery has even been started for the propagation of trees and flowers.

All buildings will be of masonry. The Army believes it has designed a perfect city, and it is building it to endure. Officers' quarters will be of hollow tile, concrete and stucco, with tile roofs. All will be of one or two stories.

The only high building in the city will be the Administration Building, commanding the entrance. This will be 300 by 175 feet, and will be capped by a modernistic 175-foot tower.

THE great length to which architects have gone in the name of beauty is shown here, we are reminded. Further:

Inside this tower will be the city's water-tank. At other places the ugly black tank sits high on steel stilts. Not at Randolph.

Above the water-tank will be an observation room and meteorological station, reached by an elevator from the ground floor. Capping the tower will be one of the most powerful aerial beacons in the world.

Just behind the Administration Building will be the imposing home of the field commandant. It will be a veritable mansion, and it will cost $25,000.

There will be nearly 800 buildings in the city. There will be 359 homes for married officers and their families, spaced eighty feet apart. The sod for their lawns alone will cost $110,000. These homes will cost from $12,500 to $14,500 each.

There will be homes for 122 bachelor commissioned officers. (The Air Corps has a great many bachelors—more, they say, than any other branch of the service.)

There will be two-family homes for 352 non-commissioned officers and their families. There will be barracks for 2,200 enlisted men. There will be other barracks for hundreds of cadet flyers. All will be built and furnished to afford comfort for the occupants. Soldiering at Randolph Field will be something to remember.

In the northwest corner of the city will be the great airplane shops, where all the rebuilding and heavy repair work will be done. In the northeast corner will be the athletic fields.

Of all this vast project, only a relatively small part has been completed. In the first unit of construction are one 300-man barrack, five 250-man barracks, and two warehouses. This unit is practically finished.

As soon as sufficient shops, hangars, and officers' quarters have been constructed, the Air Corps will move in, and flying will start.

The cost of this new center for aerial training is tremendous. It has been estimated that when everything is finished, and the field completely equipped with airplanes, the cost will run up somewhere around $50,000,000. Within a few years it is the plan of the War Department to have 360 planes, worth $4,000,000, stationed there.

How Boys Learn to Fly in Germany

"KEEP LOOKING at that house," said the instructor, "and leave your steering lever alone! You saw what some of the others did!"

The boy had seen.

Up they had gone, and down again, then "the plane had hung all to one side, then a tumble, and Mother Earth had received them again," Bernhard M. Flinsch tells us in *Boys' Life*. His article describes how he and other boys in Germany master the art of gliding.

The writer, who was born in America, but now lives in Frankfort-on-Main, was seated in a training glider, ready for his first solo flight over the Wasserkuppe peak in the Rhön Mountains. Quickly he went over in his mind what he should do if a squall were to drive him out of his course. Then:

"Draw out!" I shout.
The starters begin to move, the rope becomes taut.
"Run!"
The machine does not stir, it is still held at the stern.
"Let go!"

A jolt, then a tremendous increase of speed, the runner is no more scraping over the ground—I am in the air!

I push the lever forward just a little, and immediately the earth seems to rise up toward me.

Unconsciously I had prest far too much, so I pull the lever back again, a slight bump, and I continue to glide.

"An intermediary landing," I say to myself; "now you will leave that lever alone!"

Slowly the earth rises to meet me, the machine begins to settle, slides a little over the grass, comes to a stop, and gently lies over on one wing. I remain in my seat a moment longer. What a wonderful feeling that was to glide over the earth! What a pity it lasted such a short time! I had gone about seventy yards. I had seen scarcely anything, only that house ahead of me! The grass had seemed to shoot past under me.

Well, in time I shall learn to look about me, I suppose.

My group of helpers is coming down the hill. I get out. Together we push the machine back to the hilltop.

I am to have a second trial! This time I shall certainly leave

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that lever alone. A shout! The plane is in the air. My hand on the lever is perfectly still; this is really the best way.

The plane is gliding quite close to the ground. Suddenly my right wing is lifted. A squall has pushed it up. I push the lever a little to the right, and the machine responds immediately.

Slowly the ground seems to rise, I pull the lever just a little, the plane is settling and comes to a stand. This time I have really done better.

A FORTNIGHT later the boys again went up to the Wasserkuppe. Continuing the narrative:

There is quite a stiff wind blowing, about thirty miles an hour. Rather too much of a good thing.

We go to the slope where we practised the last time. The pupils are rocked rather unceremoniously by the squalls. Still the wind increases in strength.

Now another of us is starting. He pulls the old box too high, and only catches her again quite close to the ground; he tries to right her by a sideward steering motion, but his wing has crashed into the earth, and he is thrown out of his seat.

The plane swings around to 180 degrees from her former direction, and scornfully turns her back on the young pilot.

Only one of the guy ropes has been torn, and we mend it on the spot, and tighten up the rest of them.

Now it is my turn again. "You must do exactly as you did the last time; leave the lever alone," says the instructor.

This time they have given me an entirely open machine. You sit on a little board quite unenclosed and strap yourself to the back of the seat; your right hand is on the lever, with your left you hold on to a bit of rope fastened to the machine above your head.

I let the starters pull the rubber rope out hard. The wind has subsided for a moment. But just as I have started, a squall gets a hold of the plane. Unconsciously I pull the lever a little—the machine rushes upward, higher and higher.

I am not moving at all as regards my position over the ground. I have pulled the elevating rudder too hard and the plane is beginning to drop backward. Ahead with the lever! The machine responds slowly and the earth rises rapidly to meet me.

Keep cool now! First get her under way again and close above the ground give her a little upward pull. The plane has righted itself and after a short glide the runner gently touches the earth.

The wind has grown too strong, so we have to stop practising.

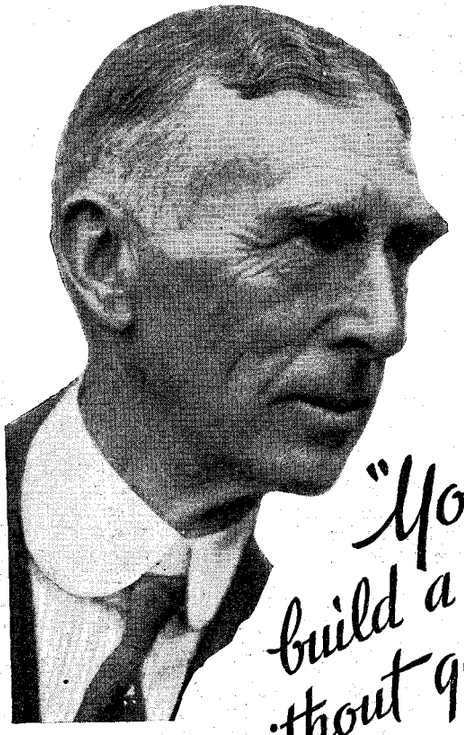
A FRANKFORT group had found a new good territory for training. Here all the clubs of the neighborhood joined in holding a "Rhine-Main" competition. Bernhard wanted to enter, and so, as he tells us:

My school gave me an extra day off for each of these two week-ends.

On the first Saturday I started from the top of a hill. It was my first flight from the top. I was to try for the first exam, the "A" certificate.

This requires a steady straight-ahead flight of at least thirty seconds.

At the start I had prest the lever, miscalculating the height. Under normal conditions, over a steep slope, you rise very quickly. The machine slightly scraped the ground, still I flew on. There



"You can't build a good team without good material"

says

CONNIE MACK

"FOR TEN YEARS," says Connie Mack of the Philadelphia Athletics, "I tried to construct a team from second-rate bush leaguers. I failed. Then I went out and got good material, and in three years I had a world championship team."

So it is in developing motor oils. Careful refining can add greatly to the quality of the finished product. But you must have quality material to begin with. Good oils can be made only from good material—the finest oils can be made only from the finest crude!

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Pennsylvania Grade Crude is better—discriminating motorists know that. But no one in the world knows *why* it is better. That's a question only Mother Nature can answer. She made this one crude oil superior to all others—just as she made some metals harder, and certain kinds of wood more durable.

Nature gave to Pennsylvania Grade Crude a singular degree of purity. It has an "oiliness" found in no other crude. A crude oil with qualities like these might be expected to yield fine finished oils. And it does! Given proper refining, Pennsylvania Crude produces lubricants that are longer-lived, more resistant to heat. Throughout the world, these oils are used for the hardest lubricating tasks—in automobile, airplane, tractor and motor boat engines; in locomotives, turbines and stationary machinery. They stand up where other oils break down.

To prove it, try a filling of Pure Pennsylvania Oil in your automobile motor. See how many more miles of super-lubrication you get. See how much more power your motor has, how much more smoothly it runs. That's because these oils effect a better piston seal. They reduce dilution, minimize gasoline consumption. They add thousands of miles to the life of your motor.

The emblem shown below appears on many different brands of oil. It signifies that the oil is made from 100% Pure Pennsylvania Grade Crude Oil. Every brand sold under this emblem is bonded to protect *you*. The individual brand or trade mark is your assurance of careful refining. With oils like these to choose from, why even consider oils made from any other crude?

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This emblem guarantees the quality of the crude oil—the maker's individual brand guarantees the quality of the finished product

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was a village at the bottom of the hill. I flew directly toward it, or, as it seemed to me, it flew directly toward me!

Nearer and nearer it came. If I don't make a curve now, I shall fly right into that big barn in front of me. So I steered to the right and gave the plane a little slant besides.

The barn got out of my way to the left, now I was flying a bit along the houses of the village; then I landed. Forty-four seconds and 900 yards' distance, the longest flight of the day.

At that time it was necessary, in trying for the second or "B" exam, to make two flights of at least forty-five seconds each, and one of one minute's duration, making a neat S curve.

Those two flights I had already made. I strapped myself to the seat, the starters were at the rope, I gave the commands.

The machine started with the accustomed jerk. First I flew a bit straight ahead, and now for the curve! I pushed the tiller-board with my left foot and carefully gave a little side slant with the lever.

Slowly the earth revolved beneath me; 160 feet below, another group was pulling their plane up the slope.

Now I was over the little grove of pines. Here was the place where I was to make the right-hand curve.

There! What's that? A gust of wind had gript the plane. But it could not alter my course; I had the machine well in hand. The "sugar-field" was just a little too far for a landing. In front of me two planes are on the ground; impossible to fly over them any more, so I proceed to land.

Large rocks are lying all about. I just pass over one of them, and place the machine neatly between two others. Quickly I jump out of the plane and look up toward the starting-place. If my group shouts—then I have "made it"!

At last I hear their cry: "Sixty-eight seconds in the air!" As we reach the top with the machine the instructor pins the "B-badge" to my coat, a blue enamel button with two white gulls.

From now on I was allowed to fly in the high-class machines, and started to train for the "C" exam. The conditions are a flight of five minutes above the starting-point. All in all each of us started only nine times during that month. The weather was bad; only very few days were free of fog and storm. During the winter all motorless flying ceases. But next spring will see us out in the Vogelsberg again at our practising and training.

What Does a Motor Tour Cost?

THE AVERAGE MOTOR TOUR does not exist. In no way is this fact so quickly and impressively proved as when one attempts to collect or compile figures on the cost of touring, William Ullman tells us in a copyrighted article syndicated by Ullman Feature Service.

Why is this true? Mr. Ullman tells us that "tours are of different lengths, taken through different parts of the country, made by varying numbers of persons of different standards, and in cars that are radically different in operation and maintenance costs." All of these factors, the writer continues, combine to make it impossible to say that the average tour costs a specific sum of money.

But there are some figures available which may prove valuable in making an estimate of what it will cost to get away in the car for Labor Day, or any other late summer week-end. Mr. Ullman thus outlines the result of his investigations:

There are those with long and studied experience in touring, and in serving motor travelers, who will declare that for $15 daily any two persons should be able to tour anywhere in the country in the utmost of comfort. And for $20 daily, in the equivalent of luxury. Further than that, it is possible to travel by car at a rate of $10 per day without genuine privation or even discomfort.

The difference between the three rates seems to lie largely in the character of nightly stopping places, the restaurants selected, the type of car driven, and the storage and degree of maintenance of the car on the journey.

The most varied single item, and, save in the case of the smallest daily budget, the most expensive, is shelter. The tourist who sets $10 a day as his cost standard must use the tourist lodging house, or the camp with its cabins or cottages, for his nightly stopping. The rate of $1 per person or $1.50 in such places permits the reduction in daily costs to the minimum figure.

There are thousands of such places available, and they are used by millions of tourists in all parts of the country. Naturally, the quality of service they render varies, but by careful selection, all observers agree, it is possible to find cleanliness and comfort, even tho the standard may fall short of the hotel, which is the professional factor in the field. Because of the low price and the satisfaction they give, such places are preferred to hotels by many travelers. It is simply a matter of taste and purse, and among 40,000,000 tourists there are many tastes and purses.

MEALS eaten in these wayside establishments also "are a factor in keeping down the cost of touring, altho there is less of a price differential in this item between such places and regularly established hotel dining-rooms and restaurants," Mr. Ullman says as he continues:

The $15-a-day tourist can stop at the better hotels and eat at the better restaurants. For $5 or $6 a day he will get a comfortable double room with bath, and with all the service that goes with first-class hotel accommodations. In the coffee shop or grill-room of the hotel he will find an excellent breakfast for 50 cents, a table d'hôte luncheon for from 65 to 85 cents, and dinners ranging from $1.25 to $2. Restaurants of the better class offer the same high quality fare, well cooked and well served, at approximately the same prices—slightly lower in many cases, due to smaller overhead. Arrangement of the budget to provide meals for two persons at $4.50 to $5 a day is not difficult, nor does it mean sharp denial of one's appetite.

Touring at a cost of $20 a day permits more latitude in the spending for food and shelter, it has been the experience of the group which travels at this rate. Double rooms with bath at $8 a night and meals of a more expensive variety are factors in boosting the daily cost. So also is the fact that the tourist who spends this much usually travels in a car that is more expensive to operate not only in the matter of gasoline consumption, but also due to the fact that storage for the machine usually is obtained nightly. Storage ranges in the smaller towns and cities from 50 cents to $1.50 nightly. Tips are larger for this type of motor traveler, too.

Depending upon a variety of elements, operation of the car usually is one of the heavier expenses of the trip. Mileage traveled daily is the chief element of cost, of course. Some of the lighter cars of an earlier vintage give from eighteen to twenty miles to the gallon of fuel, with fifteen generally accepted as the average. Traveling 250 miles a day and getting gasoline performance of this caliber, one will require approximately sixteen gallons of fuel daily. At an average price of 20 cents a gallon, this necessitates a daily outlay of $3.20.

IN the case of the newer cars of the medium-price class, the fuel cost for a day's travel is more likely to be in the vicinity of $4.00, because fuel performance is inclined to average around twelve miles to the gallon, we learn as we read on:

Larger, luxury automobiles, those in which the $20-a-day class of tourist may travel, probably will cover a greater distance in a day's driving as well as yielding fewer miles to the gallon. The fuel item in such a touring budget may well range from $6 to $8 a day.

On the days when the car is used not at all, or but slightly, the money normally spent for fuel is available for amusement or other purposes.

Depending upon the condition of the car generally, and the manner in which it is operated, as well as, to a large extent, upon the design of the engine, the average tourist will use from one to two quarts of oil in a drive of 250 miles. Traveling farther than that, and at high speed, he may require twice as much. The daily oil cost then ranges from 25 or 35 cents to $1 or more. High speed engines driven at peak speeds over long distances are the ones that will necessitate the larger outlay for oil.

Every third or fourth day of any touring trip will find the car ready for a thorough lubrication and, in most instances, for a change of crankcase lubricant. For the former the cost ranges from $1 to $4 for the smallest to the largest cars, and from the least expensive to the most expensive lubrication processes. Crankcase changes range in cost from $1 to, at the outside, approximately $4 also. Dividing this over three or four days, however, the item is relatively small.

With a modern car in even reasonably good condition, there need be no allowance for repair bills of any kind in the tourist's budget. Punctures, even, are rare, especially if one adheres to the main roads, as most motor travelers do.

There are a sufficient number of items in the average motorist's tour budget "to give it a degree of flexibility," we are assured as we pursue the discussion:

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One of the $20-a-day class of tourists, whose financial condition and penchant for touring permit himself and his wife to make many trips during the season, makes the point that when one item outruns its daily total in the budget, it is easy enough to make up the excess on the others. Less expensive meals that are just as nourishing and cleanly prepared and served are one path to retrenchment if one needs to travel it, he has found.

For a two-weeks' vacation, the various classes of touring call for outlays for basic expenses of $140, $210, and $280.

Since they provide for two persons in each case, and also permit the widest range of choice as to where one shall go and what one shall do, these vacations at these prices may be considered as an index of why motor-touring is becoming the nation's greatest summer pastime.

And, of course, the more persons one takes along the lower the individual expense of the trip.

The First All-Metal Airship

PERFORMANCE of the first successful all-metal airship increases the belief in the commercial feasibility of this type of craft.

A. R. Carr and A. C. Good, of the College of the City of Detroit, describe in *Industrial and Engineering Chemistry* the methods of chemical control during the inflation of the ship. Says a condensation of the article, issued as a press bulletin by the American Chemical Society (New York):

The ship was designed and built at Detroit for the United States Navy, Mr. Carr being the chemical engineer in charge of control tests during the inflation.

The *ZMC-2* was completed after five years of engineering research and study. It is a single structural unit, in which the metal plating is not only the gas container, but also carries a considerable portion of the direct stresses.

Its size of 200,000 cubic feet, while large enough to meet all experimental requirements, is too small to meet the demands of a commercial airship.

However, its performance and characteristics compare very favorably with the non-rigid fabric blimps used as trainingships by the Government.

Moreover, it proves that airships can be built possessing the advantages of all-metal construction without adding materially to the weight as compared with fabric ships, and that these metal ships can be built large enough for commercial purposes. This is a distinct contribution to lighter-than-air construction.

The inflation of the *ZMC-2* was carried out in two stages.

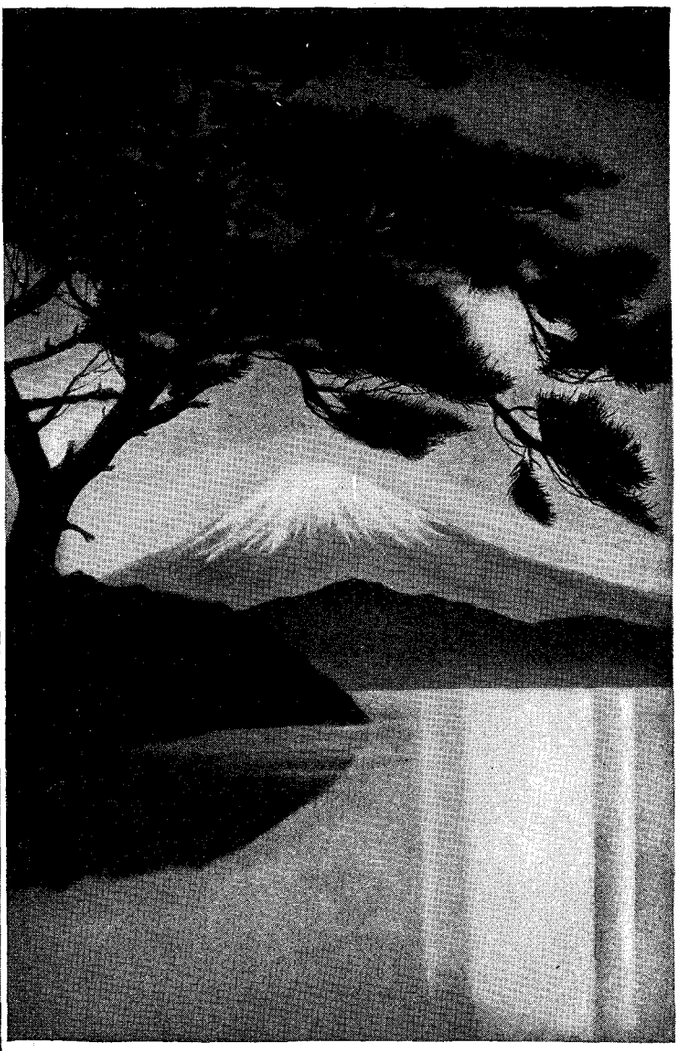
In the first stage, the air in the hull was displaced by carbon dioxid.

In the second, the carbon dioxid was displaced by helium.

Final conclusions concerning the diffusion of helium from this ship have not been reached, as it has been under study for too short a time.

The purity of the gas in the ship has not decreased, due to inward leakage of air. This fact is a decided advantage over the fabric ship, which allows appreciable inward leakage of air with a corresponding loss of lift.

JAPAN CALLS



IN Japan a new travel experience awaits you. Where else can you behold a mountain peak held sacred by a people? Where else can you tread in gardens that have been cultivated for a thousand years? Where else can you pause with the centuries amidst traditions and ceremonials as beautiful as those of Dai Nippon? Where else such enchanting seasons, each with its fresh array of blossoms? Where else such delightful shops, such temples and shrines, such treasures of art, such a hospitable welcome?

Japan calls — and to all these age-old charms adds every facility for today's comfort and amusement. Golf, bathing, hunting — all the smart sports — together with good motor roads, modern Continental hotels and great railroad systems assure an enjoyable visit at any time of the year. *Japan calls.*

The wonderlands of Japan, Korea, Manchuria and China are reached from the United States and Canada by the Nippon Yusen Kaisha, Osaka Shosen Kaisha, the American Mail Line, Canadian Pacific and the Dollar Steamship Line. Full information will be furnished by any of these Lines, any tourist agency, or by the Japan Tourist Bureau. Write for booklet.

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INVESTMENTS AND FINANCE

Business Hopes for the Second Half-Year

THE BEST BUSINESS NEWS of many a day, the financial experts agree, is the report of the United States Steel Corporation for the second quarter of the current year.

It indicates that the worst is over.

The significant thing, we are told, is not that the net earnings for the quarter were $47,061,304—the equivalent of $3.02 a share on the common stock—or even that the corporation, in the first six months of 1930, earned almost enough to cover its entire dividend requirements for the full year.

It is rather the following deliberate statement, based on the fact that the corporation's plants are now operating at 63 per cent. of their capacity:

"Indications in the industry point to an increase in the rate of operations during the balance of this quarter, with an improvement in volume during the last quarter of the year."

That is how the road ahead looks to the country's largest industrial enterprise, and the prophecy "is accepted in Wall Street as of vastly greater significance than the earnings statement," says the financial editor of the New York *Times*, adding:

This statement represents the combined judgment of the finance committee, of which Myron C. Taylor is chairman, and which comprises George F. Baker, J. P. Morgan, T. W. Lamont, James A. Farrell, Percival Roberts, Jr., Nathan L. Miller, W. J. Filbert, and George F. Baker, Jr.

The Steel Corporation's operations are generally regarded as a reliable index of general industrial and business conditions.

THE earnings of this concern for the first six months of 1930, it is true, were about 30 per cent. lower than those for the first half of 1929; but the critics bid us remember that the first half of 1929 was a period of peak prosperity, and that we must go farther back for a fair comparison.

When the judges of things financial survey the last six months and try to locate the point where the up-grade began, or will begin, there is some difference of opinion; but all agree that in the last quarter of the year, beginning with October, we shall be definitely feeling a business revival.

The Bethlehem Steel Corporation, which earned $4.46 a share in the half-year, is a trifle less optimistic than its big relative. Eugene G. Grace, its president, thinks that business touched bottom early in July, and that things now look a little better, adding guardedly:

"I do believe, however, that we have seen the worst, both in demand and in prices for steel products. We will normally get a seasonal pick-up in business in August and September, and we hope it will be more or less permanent."

The figures for the first half of 1930, in general, are not encouraging, the New York *Journal of Commerce* thinks, but it sees light ahead—thus:

Both the railroads and the industrial enterprises were worse off in the second quarter than they were in the first. It seems likely that the second quarter was perhaps one-third worse than the first—or if an average corporation had shown a deficit of 18 per cent. net income in the first quarter, it would be likely to show 24 per cent. in the second, with an average of about 21 for the first six months.

There is a good deal of reason for thinking that the returns for the third quarter will be the poorest of all. At present the indications for a fourth quarter of decided improvement are favorable, while even during the third economies in management and overhead expenses, already begun, will show some results.

Revival of business is likely to come when American industrialists and distributive managers are willing to incur the necessary sacrifice to put prices down to a level that will enable the average man to buy. Thus far there has been very little reduction in the cost of living, notwithstanding the fall of wholesale prices. But such readjustment must come.

The August letter of the National City Bank analyzes the reports of 305 companies in all lines of business with this enlightening result:

The combined net profits of the companies whose reports we have compiled to date are approximately 25 per cent. below the first half of 1929 and 3 per cent. below 1928.

A surprizingly large number of companies, amounting to three out of every ten, actually achieved an increase in net profits in the first half of 1930 over 1929.

Aggregate net profits, of the 305 companies that have issued reports to date, before dividends, but after all expenses, fixt charges, and tax reserves, are approximately $653,000,000 in the first half of 1930, as compared with $870,000,000 in the first half of 1929, giving a decrease of $217,000,000. In the corresponding period of 1928 the same identical companies had aggregate net profits of $671,000,000, from which the decline this year was $18,000,000.

BETTER than a simple comparison of net profits, says the National City Bank's expert, is a study of the relation of such earnings to the "net worth" employed, comprising the outstanding capital stock and the accumulated surplus. He continues:

For the companies in our tabulation, the net worth at the beginning of 1929 and 1930 is shown, the aggregate of $11,743,000,000 on the latter date being $1,212,000,000 or 11 per cent. larger than a year previous and $1,870,000,000 or 19 per cent. larger than two years previous.

For the industrial group as a whole, net profits in 1930 represented a return on net worth at the beginning of the year of 5 per cent. in the six months' period or at the rate of 10 per cent. annually; the comparable figure for the first half of 1929 was 8

Comparison of Net Earnings of 158 Companies in 28 Groups First Half-Year—1930, 1929, 1928

(Prepared by the Alexander Hamilton Institute)

	No.	1930	1929	Change (1930 from 1929)	1928	Change (1930 from 1928)
Advertising—Outdoor	2	$132,000	$840,000	— $708,000	$1,534,000	—$1,402,000
Automobile	7	115,668,000	180,338,000	—64,670,000	186,206,000	—70,538,000
Automobile Accessory	14	16,612,000	24,952,000	— 8,340,000	19,224,000	— 2,612,000
Beverage	2	2,283,000	2,289,000	— 6,000	1,996,000	+ 287,000
Building Construction	6	10,389,000	13,791,000	— 3,402,000	12,059,000	— 1,670,000
Chemical	11	62,621,000	75,316,000	—12,695,000	59,668,000	+ 2,953,000
Cigars	3	1,317,000	2,197,000	— 880,000	1,953,000	— 636,000
Coal	5	717,000	1,746,000	— 1,029,000	1,350,000	— 633,000
Confectionery	3	10,993,000	10,476,000	+ 517,000	9,013,000	+ 1,980,000
Copper	1	611,000	1,806,000	— 1,195,000	970,000	— 359,000
Drugs	2	4,682,000	4,732,000	— 50,000	4,090,000	+ 592,000
Electrical Equipment	5	39,648,000	47,041,000	— 7,393,000	33,983,000	+ 5,665,000
Food	8	34,071,000	35,283,000	— 1,212,000	27,942,000	+ 6,129,000
Household Products	2	663,000	1,101,000	— 438,000	627,000	+ 36,000
Iron and Steel	11	14,314,000	21,844,000	— 7,530,000	13,308,000	+ 1,006,000
Machine Manufacturing	8	10,546,000	12,088,000	— 1,842,000	8,707,000	+ 3,681,000
Miscellaneous Mfg.	15	12,958,000	16,844,000	— 3,886,000	14,052,000	— 1,094,000
Office Machine	3	2,720,000	3,793,000	— 1,073,000	2,406,000	+ 314,000
Petroleum	8	20,973,000	33,860,000	—12,887,000	22,042,000	— 1,069,000
Public Utility	7	108,421,000	109,503,000	— 1,082,000	93,747,000	+14,674,000
Publishing	1	12,292,000	11,848,000	+ 444,000	10,589,000	+ 1,703,000
Radio	1	—20,000	373,000	— 393,000	103,000	— 123,000
Railroad Equipment	3	1,757,000	1,284,000	+ 473,000	988,000	+ 769,000
Railroads	16	51,575,000	70,337,000	—18,762,000	50,972,000	+ 603,000
Restaurant	1	592,000	548,000	+ 44,000	539,000	+ 53,000
Retail	5	8,016,000	9,092,000	— 1,076,000	8,124,000	— 108,000
Services—Miscellaneous	3	966,000	1,290,000	— 324,000	923,000	+ 43,000
Shoe and Leather	5	2,358,000	— 368,000	+ 3,226,000	5,876,000	— 3,468,000

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per cent., and for 1928 was 7 per cent. Current earnings of many companies are far from satisfactory, if considered in relation to the market quotations of their stock at several times its book value, but in relation to net assets, as shown on their audited balance sheets, the results so far this year hardly justify the loose talk so frequently heard that American business is "flat on its back."

ANALYZING the reports of 158 companies, whose profits fell off 21.1 per cent. as compared with the first half of 1929, and dividing them into 28 groups, *The Business Conditions Weekly* of the Alexander Hamilton Institute, New York, says:

Comparisons of earnings for the half-year show five groups with profits above those of last year—railway equipment, shoe and leather, restaurant, confectionery and publishing. Unfavorable first quarters bring the public-utility groups and beverage makers below 1929.

Here *The Business Conditions Weekly* presents two interesting tables, which are combined in the center of page 40. They compare the corporate net earnings for the first half of 1930 with those of the same period of 1929 and 1928. Regarding the more cheerful comparison with the first half of 1928, which shows that these same companies are now doing a business only 7.6 less profitable than in that normal year, the editor says:

It is evident that the actual level of corporate income has declined from 1928 as well as from 1929. But the percentage decline from the former year is approximately half of the drop from last year's figures. One further fact is to be noted—both in 1928 and 1929 the trend of corporate incomes was on the upgrade. The comparison is of a declining slope with ascending slopes.

Taking the group figures in detail, it is found that beverage manufacturers, electrical equipment companies, makers of food products, a publishing house, chain restaurants, railway equipment manufacturers, confectionery manufacturers, drug supply houses, makers of household products, machine manufacturers, public utilities, office-machine manufacturers, chemical houses, iron and steel manufacturers, miscellaneous service companies, and the railroad-equipment group were in receipt of higher net incomes for the first half of this year than in the corresponding period of 1928.

BUSINESS has shown itself more or less indifferent to stock-market prices, remarks the Wall Street correspondent of the Consolidated Press, adding:

We have to infer that causes deeper than the stock-market upheaval have been and are now at work, and that business stabilization will ultimately produce permanent market recovery rather than that stocks shall lead business out of the present slough of despond.

Opinion as to when this will take place is focusing on the last quarter of 1930 . . . From September on, comparisons of earnings will be vastly more favorable than those of the previous eight months. Consequently, sentiment, as well as fact, ought to produce a brighter picture during the remainder of the year.

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INVESTMENTS AND FINANCE

Continued

A Third Mexican Debt Settlement

"NEW agreement for a settlement of the Mexican debt shows what a debtor can accomplish if his nerve and ability to procrastinate are sufficiently lasting."

Thus harshly does *The Wall Street Journal* comment on the agreement reached by the Committee of International Bankers on Mexico and the Mexican Finance Minister for settlement of Mexico's external debt, which is reduced by some $350,000,000.

But Mexico is to be congratulated, and so are we, declares the St. Louis *Globe-Democrat*, speaking for that large section of the American press which is well pleased by the settlement.

"This is the third time in sixteen years that Mexico has asked for new terms by which to meet its foreign debt," explains the Ogden *Standard-Examiner*. "In 1914 there was a default, but in 1922 Mexico promised to resume the payment of its obligation. Two years elapsed and again there was a default. In 1925 another agreement was arrived at, only to be broken. Now Mexico signs a document accepting the burden once more."

For an analysis of this settlement, which was signed on July 25 in the New York offices of J. P. Morgan & Company by the Mexican Finance Minister, Luis Montes de Oca, and Thomas W. Lamont, of the Morgan firm, who is chairman of the international bankers' committee, we turn again to *The Wall Street Journal:*

All that Mexico owes in the way of back interest, on which she has been in default for a number of years has been almost wiped out. Past arrears, hanging over from the first time Mexico came to the conference table in 1922, and interest calculated to be due up to January 1 next, totaling $201,286,000 on the direct government debt and $147,510,000 on the railway debt, aggregate $348,796,000. This will be entirely met by some $18,000,000 to be accumulated out of annuities payable in the next few years.

In addition to that remission of interest there has been a further reduction of $21,000,000 in the principal sums of the direct and railway debts. The recent conference has, therefore, resulted in relieving Mexico of some $350,000,000 of such of her foreign obligations as were considered in this settlement. It is anticipated that the bondholders will generally agree to it. After sixteen years of disappointments and false hopes, they must see that half a loaf is better than none. After all, their real loss long antedates this liquidation.

"MEXICO has $465,000,000 to pay," points out the Philadelphia *Record*. Explaining:

This is the original principal plus unpaid interest plus arrears on principal.

She agrees to pay $15,000,000 a year, beginning with 1936. Up to that time she will pay annuities on rising scale, beginning with $12,500,000 in 1931.

Evidence of her good faith is given in the form of a lien on her railways to secure the debt. . . .

Mexico may still be unable to carry out her bargain in full, but her effort to meet her obligations commands respect, and should take some of the bitterness out of the too wide-spread American readiness to regard Mexico as a faithless, untrustworthy country.

"THIS settlement as outlined," says a joint statement issued by Mr. Lamont and Señor de Oca, "is creditable to the Government and fair to the bondholders." Agreeing, the Brooklyn *Eagle* says:

Such an agreement is desirable for Mexico because a levy that is not crushing will help the country to recover its prosperity and escape new disorders; desirable to the creditors, because too heavy a levy would promote new disorders, and thus tend to reduce the creditors' hopes of getting paid. If the Mexican Congress and the individual creditors will assent with the same promptitude and friendliness with which the conferees have reached their plan, the outcome should work to the good of both sides.

Socialized Soup-Makers

A NOVEL experiment in socializing industry went into effect last month in Indianapolis when the employees of the Columbia Conserve Company, soup-makers, took over 51 per cent. of the company's stock. Now, according to news dispatches from Indianapolis, the 151 employees may discharge even the president of the company, Mr. William P. Hapgood, who, however, says he will remain at the head as long as his coworkers want him.

"We have the hope," explains Mr. Hapgood, "that our experiment may hint at possible new solutions for America's grave industrial problems, especially that of unemployment."

It seems that when the Hapgood Brothers, William, Norman, and Hutchiss—the last two well known as writers—inherited the Columbia business thirteen years ago, they started in with this employee-ownership scheme. As the Macon *Telegraph* tells the story:

The employees were allowed to purchase stock without having to pay for it.

Accumulated profits were used to purchase the stock, which was given outright to the employees. The owners made a contract with the employees for the purchase of the business by the retirement of the common stock from profits.

This has finally been consummated, and now the employees are in a position where they can fire the head of this great industry if they see fit. It is expected that sooner or later the workers will acquire a full 100 per cent. All the stock owned by employees is held by them as a group, and no employee can hand it down to his heirs.

One of the most unusual features of this Utopian arrangement is that a worker is

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not paid according to his skill or experience, but is paid according to his needs.

A married man receives 50 per cent. more wages than a single man, and he gets $2 a week additional for each child up to the limit of three children.

The workers hold a weekly council at which plant policies are discust.

A janitor, we are told, may criticize a plan proposed by the president, and upon a vote of the employees the project may be rejected. No employee can be discharged except by a vote of the council of workers. The plant has no "bosses." There are only "leaders," who may give directions.

This extreme example of socialized industry will be watched with great interest in the future. Those who may have entertained doubts of its success will have to admit that while the process of socialization was going on, the plant did very well, since it did a business last year of $1,600,000.

Commemorative Debt-Paying

THERE'S a real idea, says the St. Louis *Globe-Democrat*, as it contemplates Venezuela's plan to commemorate the centennial of the death of its great founder, Simon Bolivar, by wiping out the entire national debt.

This new idea for anniversaries seems to the Missouri paper as admirable as it is unusual. Why not try it here?

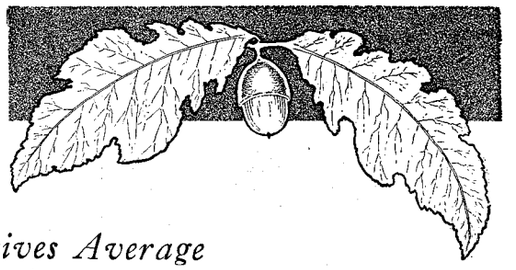
Of course, it would take many years to extinguish our enormous national debt, but, it is remarked, "resort to the idea might be made by other political subdivisions when time enough remains to make the required financial arrangements." Indeed, "after its founding has been observed, it would mean much to a commonwealth or to an important city to start out on another 100 years square with the world and without the anxious planning and sacrifices which heavy debt imposes." *The Globe-Democrat* thinks that:

> One example of commemorative debt-paying might at least serve to check the inveterate habit of all subdivisions, from school districts to States, of plunging into an ever-mounting maximum of debt. What is paid for with borrowings often costs double—as much in interest as in the original amount expended.

BUT to return to what this newspaper says about Venezuela:

> Venezuela has had good reason to know the harassments of financial obligations. Almost from the moment its independence was proclaimed by Bolivar, July 5, 1811, it has been burdened by debt. In fact, through refundings, something of what it now owes might be traced back to that early date. What it has owed to Europeans has led to vast complications, even to the blockading of its ports to enforce collection.
>
> Since the discovery of oil and the development of its coffee and other industries, it has entered on a period of prosperity hardly exampled in Latin America. Its total debt, domestic and foreign, is now said to be less than $12,000,000, a reduction in recent years from more than $40,000,000, and figures are printed showing that it has a treasury balance of more than $20,000,000. The principal difficulty may be in persuading creditors to take their money before it is due.

MATURE MANAGEMENT



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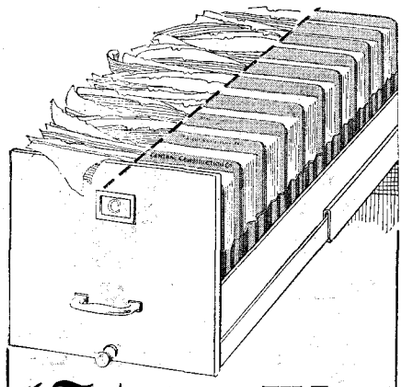

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CURRENT EVENTS

Foreign

July 30.—Gen. Han Fuchu, commander of the Nanking Chinese forces holding Eastern Shantung, is reported to have announced that he will abandon Tsingtao to the Northern forces, quit his command, and go abroad.

July 31.—It is announced in the British House of Commons that King George has signed the London Naval Treaty.

Chinese Communists fire on the American gunboat *Palos* at Changsha, wounding five American sailors, and are silenced by return fire.

August 1.—The British dirigible *R-100* reaches Montreal, Canada, from Cardington, England, having made the trip in 78 hours 49 minutes, a record for the westward dirigible crossing.

Leaving Changsha smoldering, thousands of Chinese Reds advance toward the Wuhan cities, Hankow, Wuchang, and Hanyang, while thousands of terrified natives pour into the foreign districts for protection.

Anti-war demonstrations occur throughout Soviet Russia, the day being known as "International Anti-war Day."

King George prorogues the British Parliament.

August 2.—The Chinese Nanking Government announces the "recapture" of Changsha from the Reds, after the payment of $266,000 as the price of evacuation.

August 3.—Foreigners begin evacuating Kuling, Kiangsi Province, at the behest of both Chinese and foreign officials. Communism is said to be spreading throughout China.

August 4.—Two hundred strikers are reported to have been killed in a revolt against Bolshevist rule in Odessa, beginning July 25, news of which is said to have been suppressed by the Bolshevist censor.

Parading Hindus are attacked by a crowd of Moslems at Ballia, India, and five are killed and sixteen wounded.

August 6.—Two thousand Chinese are reported to have been executed while Communists were in control at Changsha, says a Japanese dispatch. Foreign governments send additional war-ships up the Yangtze River to reinforce the gunboats at Hangkow and Changsha in protecting their nationals from further outrages.

Domestic

July 30.—Director of Prohibition Amos W. W. Woodcock orders a dry drive on big violators, to be carried on by a "clean-cut and honest body of men." He disapproves "sensational methods."

Fifteen Prohibition agents raid the North American brewery in Brooklyn, and seize equipment, beer, whisky, and alcohol valued at more than $1,500,000.

August 1.—The Treasury Department raises the embargo against the importation of Russian pulp wood from Archangel, on the ground that it had not been proved that the pulp wood was produced by convict labor.

Arthur O. Williams, Jr., seventeen, of East Providence, Rhode Island, wins the

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Thomas A. Edison scholarship over forty-eight other contestants.

President Hoover announces the appointment of a commission, headed by Secretary of Commerce Robert T. Lamont, to investigate the problems of home-building and ownership, with a view to the "removal of influences which seriously limit the spread of home ownership, both in town and country."

August 2.—The Treasury Department announces that embargoes will be laid on imports from Russia only upon specific complaints, backed by evidence, that they are produced by convict labor.

August 3.—In a formal statement issued through the Democratic National Committee headquarters in Washington, Senator Claude A. Swanson of Virginia demands a revision of the recently enacted Hawley-Smoot tariff law, saying that it is "beneficial only to a very few special interests."

August 4.—Because of the catastrophic drought over a large part of the country, which threatens the milk supply of the nation and is ruining the corn crop, Louis J. Taber, Master of the National Grange, asks the diversion of as much as possible of the $125,000,000 Federal road appropriation to rural districts in order to give employment to farmers.

Amos W. W. Woodcock, Prohibition Director, broadcasts an appeal calling upon the casual drinkers to help dry up the country out of respect for the law.

August 5.—Preliminary census figures give the population of Continental United States as 122,728,837.

President Hoover names Maj.-Gen. Douglas MacArthur Chief of Staff of the Army with the rank of General, and Brig.-Gen. B. H. Fuller as Major-General Commandant of the Marine Corps, to succeed Maj.-Gen. Wendell C. Neville, deceased.

President Hoover announces that "no stone will be left unturned by the Federal Government in giving assistance to local authorities" in the drought-stricken States.

No Alpenstock for Her.—Mrs. Newrich was describing her travels to an envious audience.

"And have you been in South America?" somebody inquired.

"Many times," said Mrs. Newrich, rather bored. "In fact, I know it from end to end."

"Then, of course, you went up the Amazon?"

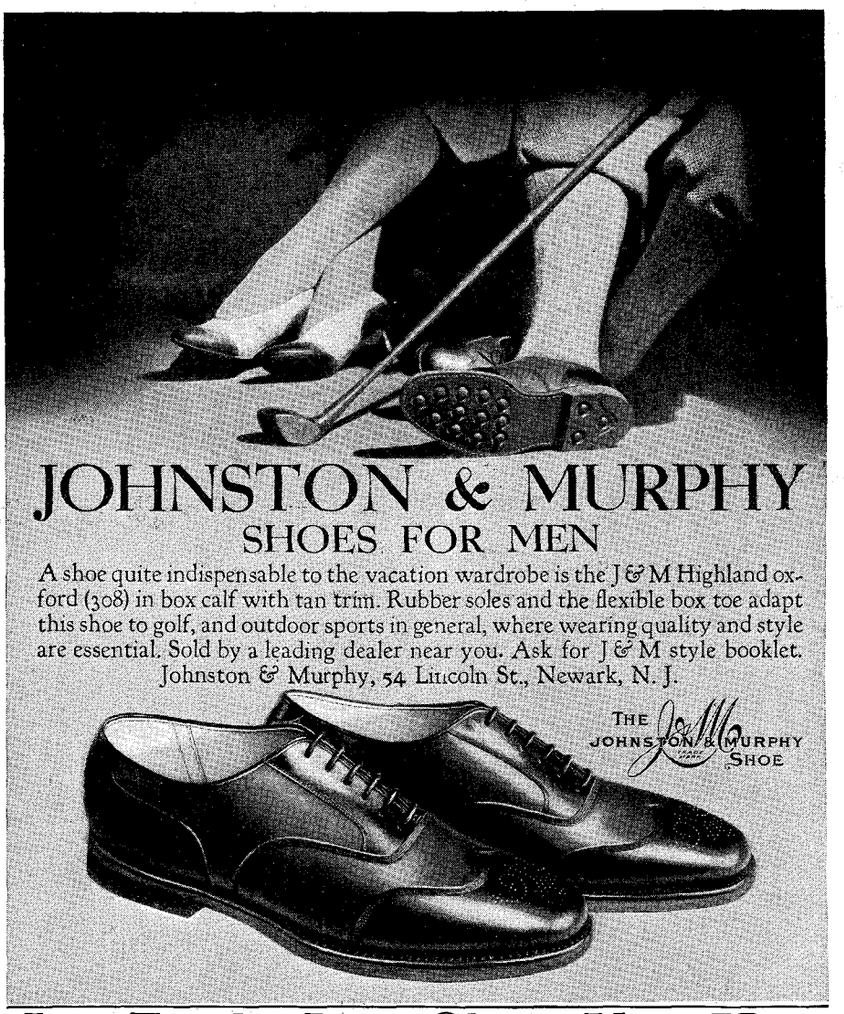
"No! As a matter of fact, I didn't," said Mrs. Newrich, "but my husband went to the top. You know I never did care for climbing."—*Cincinnati Christian Advocate.*

Case for Tact or a Club.—The chief constable of a small town was also an expert veterinary surgeon. One night the phone rang, and the constable's wife answered it.

"Is the constable there?" asked an agitated voice.

"Do you want my husband in his capacity of veterinary surgeon or as chief constable?" inquired the woman rather pompously.

"Both, madam," came the reply. "We can't get our new bulldog to open his mouth, and—there's a burglar in it."—*Tit-Bits.*



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THE SPICE OF LIFE

(TITLE REGISTERED IN U. S. PATENT OFFICE)

How It Started. — MACBETH'S SENTINEL (upon spying Birnam Wood moving Dunsinaneward)—"Cheese it, the copse!"—*Lord Jeff.*

Duly Protested.—"What became of that unpaid bill Dunn sent to us?" remarked the bank clerk to his wife.

"Oh, that?" she asked. "I sent it back marked 'insufficient funds.'"—*Portland Express.*

Who Can Answer This?—If a Hottentot tot taught a Hottentot tot to talk e'er the tot could totter, ought the Hottentot tot be taught to say aught, or naught, or what ought to be taught her?

If to hoot and to toot a Hottentot tot be taught by a Hottentot tutor, should the tutor get hot if the Hottentot tot hoot and toot at the Hottentot tutor?
—*Outlook.*

She Packs a Wallop.—Press dispatches say Amy Johnson, the English skyrider, slapt a young man who tried to kiss her, and he backed away with his nose bleeding. That wasn't a slap; it was a sock.—*Macon Telegraph.*

Hang on to the China.—FARMER WAYBACK (starting home from station)—"Please ma'am, do you wear false teeth?"

FAIR BOARDER (for the summer)—"Sir!"

FARMER WAYBACK—"Oh, I don't mean to be curious. Only this road is a leetle rough, and ef your teeth ain't good and fast you'd better put 'em in your pocket."
—*Our Sunday Visitor.*

Balm in Gilead. — A blond flapper called at the hospital the day after the accident.

"I want to see the young man who was injured in the auto wreck last night."

"Are you the girl who was with him?" asked the nurse.

"Yes," was the reply, "and I thought it was only right to come and give him the kiss he was trying for."—*Boston Transcript.*

Sunshine in the Rear.—"It is the duty of every one to make at least one person happy during the week," said a Sunday-school teacher. "Have you done so, Freddy?"

"Yes," said Freddy promptly.

"That's right. What did you do?"

"I went to see my aunt, and she was happy when I went home."—*Christian Register.*

No Flowers.—Brevity is the soul of modern journalism. A budding journalist was told never to use two words where one would do. He carried out this advice in his report of a fatal accident in the following manner:

"John Jones struck a match to see if there was any gasoline in his tank. There was. Age sixty-five."—*"Selected" by the Christian Evangelist.*

Trust Mother Nature. — "My husband is particularly liable to sea-sickness, captain," said the woman.

The skipper nodded. "I've heard of the complaint before, ma'am," he said.

"Could you tell him what to do in case of an attack?" asked the woman.

"'Taint necessary, ma'am," replied the skipper. "He'll do it."—*Montreal Star.*

Tho Lost to Light, to Memory Dear.—Father was sitting in the armchair one evening, when his little son came in and showed him a new penknife, which he said he had found in the street.

"Are you sure it was lost?" inquired the father.

"Of course, it was lost! I saw the man looking for it!" replied the youngster.—*Watchman Examiner* (New York).

The Bore—"I'm rather good at imitations. I could imitate any bird you can name."

She—"Are you? Can you imitate a homing pigeon?"

—"The Passing Show" (London.)

Human Centipede.—A young officer at the front wrote home to his father:

"Dear Father: Kindly send me £50 at once; I lost another leg in a stiff engagement and am in the hospital without means."

The answer was:

"My Dear Son: As this is the fourth leg you have lost (according to your letters), you ought to be accustomed to it by this time. Try and wobble along on any other you may have left."—*Montreal Star.*

Going the Pace.—

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Come, dwell with me and be my spouse
Within a cute ten-payment house;
And we will have, you may be sure,
The best Instalment Furniture.
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A thirteen-payment set of Poe,
A baby grand, a cute coupé
(With twenty-seven weeks to pay).

I'll buy three precious gems antique
(At twenty down and ten a week),
And we will live, as man and wife,
An up-to-date Instalment Life!

—*A. L. L. in Judge.*

Slips That Pass in the Night

Call the Dog.—Man—young, with closed car to drive salesmen out of town.—*Chicago Tribune.*

She's Regusted.—

TYPEWRITER COMPANY HEAD
IS RIVORCED BY WIFE

—*Cincinnati Tribune.*

Telling the World.—For months Tilden's has been able to sell a $1.50 quality full-fashioned pure silk ladies' hose for $1.92.—*Ad in an Ames (Iowa) paper.*

Sure 'Nuff Whoopee.—The Cotton Blossom sinners from Piney Woods School will render an evening of spirituals and plantation melodies. — *Connecticut Western News.*

Don't Lose the "Tickee," Major.—

Kingsford-Smith
Visits President,
and Leaves Wash.

—*Baton Rouge State-Times.*

Also Quartz and Gals.—Mr. and Mrs. —— left yesterday morning for a trip to San Antonio, Corpus Christi, and pints in Mexico. — *Tulsa World.*

Each Got Her Man.—Weds after suicide.
—*Philadelphia Record.*

FLED WITH MAN
SHE KILLED

—*Head-line in an unidentified paper.*

Looks Like Heat Prostration.—The thermometer at Dallas again reached a maximum of 100 degrees Thursday, and the forecast for Friday and Saturday showed no much partly cloudy ffZ¼ ,.etaoicfmt — taoi.—*Dallas Journal.*

Another Endurance Record.—All last winter he slept in a bed with his lower extremities perched ten inches above his head, to hoist up a sagging stomach.—*New York Evening World.*

Surprize All Around.—A Standard Oil Co. employee was in Surprize Valley last week decorating the widows of the various business firms, who are handling the Orinate products.—*Surprize Valley Record.*

How's Your Digestion?—It's getting time to put up some of that great Table Emblem—Sauerkraut—to be enjoyed by all if you want to be healthy and strong.

We have a lot of used lumber, boards, some planks, some 2x4 and 2x6, Barn door hangers and track, chicken netting, also nine 8-foot posts. They are just as healthy looking as you will look next spring if you eat a lot of that great Sauerkraut and speck to be put up soon.—*Ad. in a Plymouth (Neb.) paper.*

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THE LEXICOGRAPHER'S EASY CHAIR

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To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

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and; birthday.—"G. M. A.," Wyandotte, Mich.—(1) That a sentence may begin with the conjunction *and* is shown repeatedly in the plays of Shakespeare, where there occur a great many instances of a construction that is thoroughly established in the language. (2) The word *birthday* signifies the day of one's birth or its anniversary. See Shakespeare's "Julius Cæsar" (act v, sc. 1, line 71): "This is my *Birth-day;* as this very day was Cassius born."

capable, competent, effective, efficient.—"H. B.," New York City.—*Capable*, from the Latin *capio*, "take or hold," connotes "having the ability to do, or possessing capability to hold." One who is *capable* has sufficient ability to enable him to carry out what he undertakes. *Competent*, from the Latin *competo*, is "be sound or fit" in mind and body, and differs from *capable* in that one may be *competent* to devise or to direct the doing or making of something that one is not *capable* of doing or making. For example, a draftsman may be *competent* to blanket a design for a machine that he is not *capable* of making. *Competent*, however, is used usually to characterize one qualified by nature with physical and mental powers sufficient to achieve that which is entrusted to him.

Efficient and *effective* are from the same source—the Latin *ex*, "out," and *facio*, "do or make." That is *effective* which accomplishes with emphasis, decision, and certainty; that is *effectual* which acts with such finality as to leave no more to be done. *Effective* measures will put an *effectual* stop to objectionable proceedings. That is *efficient* which is thought of as acting or capable of acting continuously, and with energy equal to any demand; thus, an *efficient* cause is an agency from the action of which an effect necessarily and certainly follows. That is *efficacious* which is thought of as having power, which may be active or may continue latent, to produce an *effectual* result; as, a medicine *efficacious* against fever. A person may be said to be *efficient* in general character or action; as, an *efficient* business man; he may be called *effective* in some special relation; as, an *effective* speaker; the *efficient* person is habitually energetic, industrious, sagacious, and alert; a man may be an *effective* speaker on occasion who is not *efficient* in ordinary life. *Efficacious* and *effectual* are not used of persons.

criticism.—"J. E. M.," Buffalo, N. Y.—*Criticism* may be constructive or destructive. That which points out how to improve the thing under discussion is *constructive criticism*, and that which condemns without pointing out how to remedy or improve so as to remove condemnation is *destructive*.

datum, data.—"F. L. McC.," Waco, Tex.—The word *datum* is a Latin word like *memorandum*. The Latin plurals of these words are *data* and *memoranda*. We have Americanized the second and made the plural *memorandums*, but the plural of the first remains *data*.

Consult Goold Brown's "Grammar of English Grammars" (pt. ii, ch. 3, p. 253). "Our writers have laid many languages under contribution, and those furnish an abundance of irregular words, necessary to be explained, but never to be acknowledged as English till they conform to our own rules . . . Of nouns in *-um*, some have no need of the plural; as, *decorum, odium*, etc. Some form it regularly; as, *asylums, mausoleums, vacuums*. Others take either the English or the Latin plural; as *memorandums, memoranda; stratums, strata*. A few have *the Latin plural only;* as, *arcanum, arcana; datum, data*."

There is no authority for the use of *data* with a verb in the singular.

emigrates, immigrates.—"J. B. E.," San Francisco, Calif.—A person *emigrates from* the country of his birth *to* the land in which he intends to settle, and *immigrates* there. An *emigrant* is one who has *emigrated* and who, when he arrived at his destination, became an *immigrant*.

sticks, in the.—"P. W. W.," Pelham, N. Y.—This expression, common among theatrical people, means "in the backwoods." It may be traced to the "Styx" of the classics as a play upon the word, for the classic expression dates from 1390. "On the other side of the Styx" or "over the Styx" has become "in the sticks."

stolon.—"L. P.," Hollis, L. I.—This is a trailing basal branch disposed to take root at the tip or at intervals, whence fresh buds are developed. It is a runner or an offset. In mosses it is an underground shoot developing leaves, and in fungi, an elongated hypha that develops a holdfast or rhizoid at its extremity. Applied to animals it designates a root-like creeping growth or a prolongation of the body.

strawberries.—"A.P.," New York City.—Strawberries do not owe their name to the fact that they were once brought to market like onions—strung on straws. Originally, the belief was that the name arose from the practise of protecting the fruit-bearing fleshy receptacle that we call the berry with a bed of straws. Later philologists derived the name from the achenia scattered over the surface of the strawberry, because they resembled particles of chaff or straw. But *strawberry* has been traced to the Anglo-Saxon *streaw*, strew, from the fact of its spreading or scattering by means of runners, plus *berige*, a small round or ovate fruit.

super-superlatives.—"F. J. M.," Kokomo, Ind.—Super-superlatives were once in frequent use. In the Book of Psalms, the form "Most Highest" is used to designate the Almighty. St. Paul, according to the language of the *Acts of the Apostles* (ch. xxvi, verse 5) says, "after the *most straitest* sect of our religion I lived a Pharisee." Such super-superlatives as *most perfect, most excellent*, etc., to which many persons take exception to-day, enjoy reputable sponsorship. None who know their Shakespeare can forget Antony's characterization of the blow "the well-beloved" Brutus dealt—"This was the *most unkindest* cut of all!" In "Cymbeline" (act i, sc. 7), we find "*most perfect* goodness" used by Iachimo in addressing Imogen concerning Leonatus. Ben Jonson, quoting Sir Thomas More, in his "Grammar" cites *more readier* and *most basest* as examples of the usage of his time, and then, as if to show the uncertainty of his position, characterizes the sentence in which they occur as "a certain kind of English Atticism . . . imitating the manner of the *most ancientest* . . . Grecians." John Lyly, acknowledged as a purist in his day, made use of "*most brightest*," and to this we may add two more from Shakespeare, *most boldest* ("Julius Cæsar," act iii, sc. 1) and *most heaviest* ("Two Gentlemen of Verona," act iv, sc. 3).

telephone.—"J. F. W.," New York City.—The term *telephone* will celebrate its centenary in 1934, for in 1834 Wilson in his "New Dictionary of Music" discussed *telephonic sounds:* "A musical language invented by a Frenchman, M. Sudré, for the purposes of conversation, and the communication of military or naval orders to any distance." This telephonic system was described as one of the most ingenious of contrivances ever seen by the editor of "The Musical Library" in the Supplement to its issue for the month of August, 1835. But, Sudré's invention was devised first as a system for signaling by musical notes in 1828, and so the term *telephone*, as an apparatus or device for conveying sounds to a distance, is now 102 years old, altho its literary record is six years younger.

In "The Illustrated London News" (Aug. 24, 1844, p. 118, col. 1), the *telephone* was described as "a telegraphic alarum. Amongst the many valuable inventions is that of the telephone, or marine alarum and signal trumpet, by Captain J. N. Taylor of the Royal Navy." A further reference to the *telephone*, but of a different type, is to be found in "Chambers's Journal" (June 30, 1849, p. 408): "Mr. Whishaw's inventions: Among these are speaking tubes, by means of which we are, it seems, to be able to speak to a distance without any connecting tube at all—across the inner quadrangle of a building, for instance, by means of large concave gutta-percha reflectors. The portable *telephone* would be available where the telegraph does not admit of application." This device was exhibited at the International Exposition held in London, in 1851, and figures in the Catalog issued on that occasion.

In 1860, a patent, No. 2,462, was granted to Wheatstone for an invention "in which musical pipes or free tongues are acted upon by wind. Compressed air or gas is admitted to the pipe by means of a valve acted upon by the magnetized needle of an electro-magnet. The alternation of long and short sounds may be grouped in a similar manner to the long and short lines in the alphabet of a Morse telegraph." In 1861 the word *telephone* was applied to an instrument devised by a German named Philip Reis. He spelled the word *telephon*. In this instrument the sounds were received on thin vibrating membranes, to which motion was transmitted electrically to an electromagnetic receiver; but this instrument was never perfected as a means of communication.

In 1876 Alexander Graham Bell introduced the electrical speaking telephone, in which the sounds of speech or music were received on, and reproduced by, thin vibrating disks or diaphragms. In the proceedings of the American Academy of Arts and Sciences for May 10, 1876, Professor Bell describes his instrument. His patent specification, dated December 9, 1876, and No. 4,765, contains the following reference: "The telephone being illustrated separately in figures 19 and 20." Edison in "The North American Review," No. 126, issued in the year 1878, explained that "the phonograph will perfect the telephone, and revolutionize present systems of telegraphy." Cassell's "Technical Educator," published in 1879, volume 4, page 154, column 2, contains a reference to both telephone and microphone. It reads: "The telephone and microphone have far distanced any previous attempts to convey sounds from one place to another."

The word is derived from the Greek *tele*, afar, and *phone*, voice, or sound.

transcript.—"O. M. S.," Fayette, Ia.—As a verb this word went out of use in 1633, and we have no example of its past participle, *transcripted*, of later date. It occurs in a work by Stafford dated 1633. The word has been displaced by *transcribed*.

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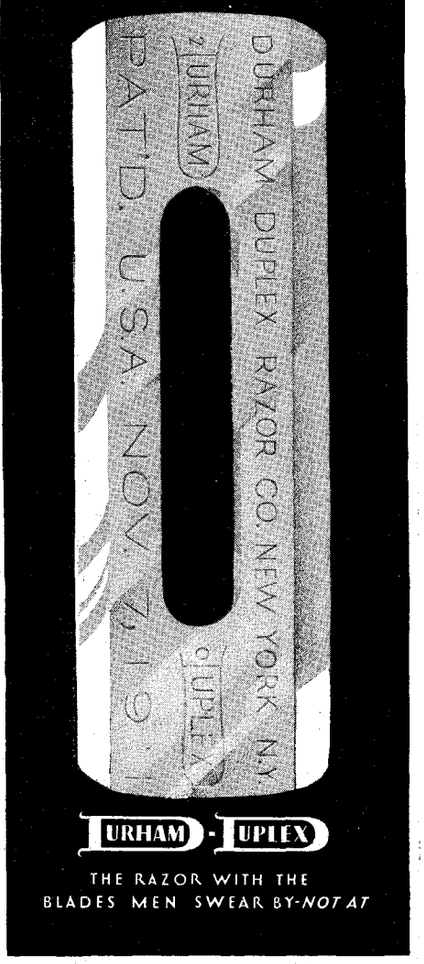

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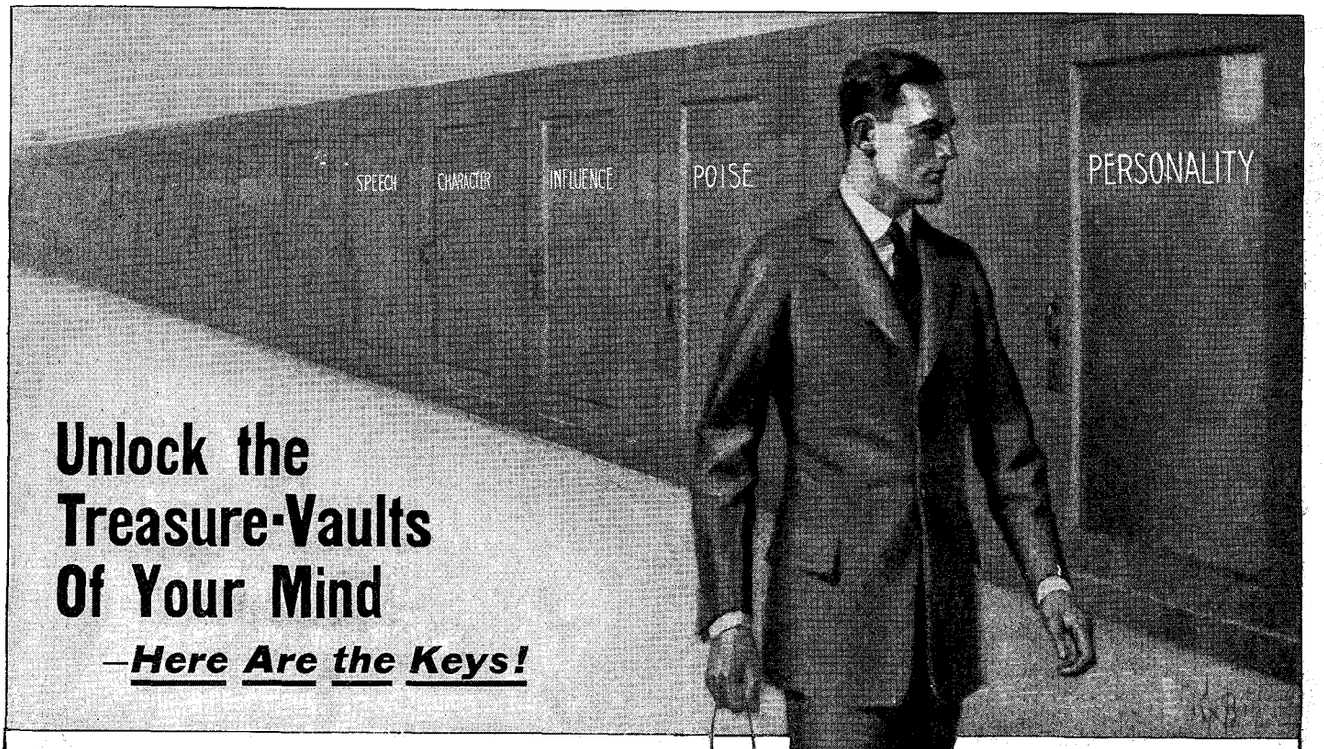

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